

# GRAIN DEALERS' JOURNAL

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CHICAGO, ILL., SEPTEMBER 10, 1900.

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NATURAL OATS  
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Grain Warehouses at Kentland, Beaver City, Earl  
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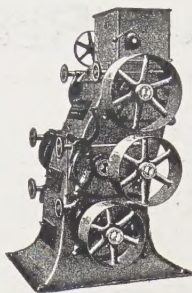
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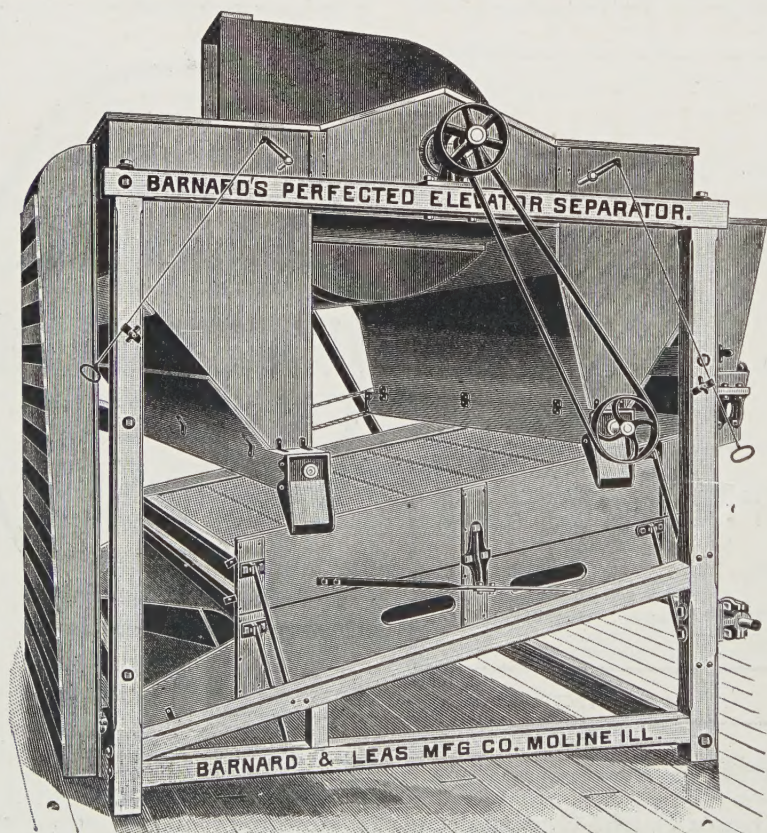
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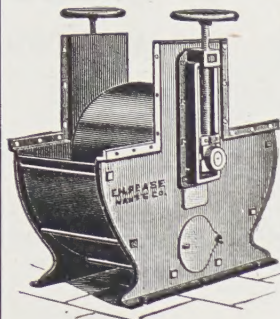
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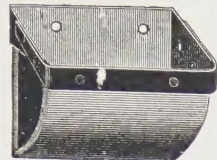
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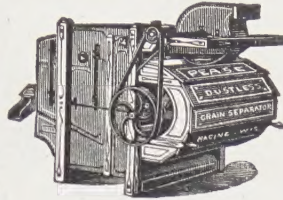
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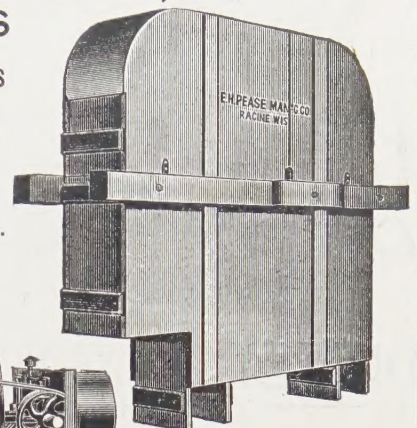
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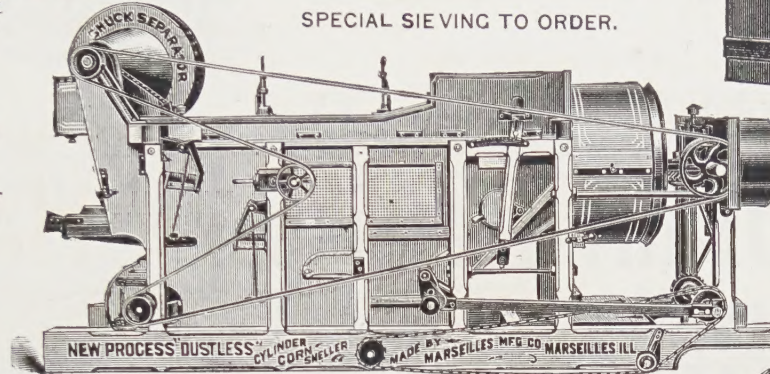
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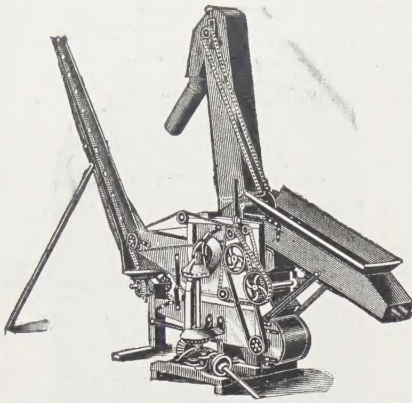
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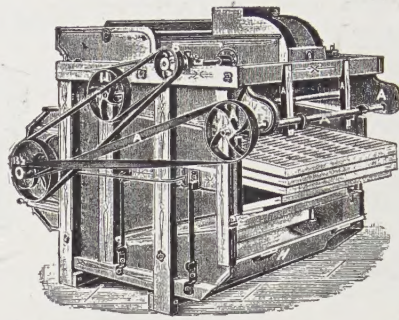
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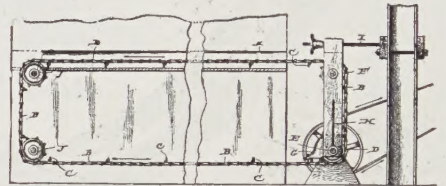
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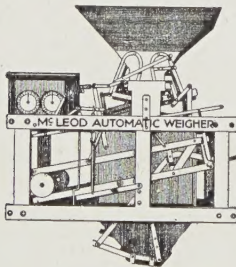
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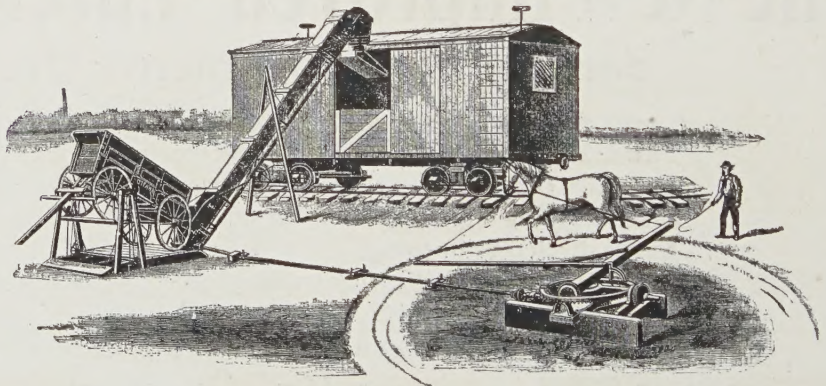
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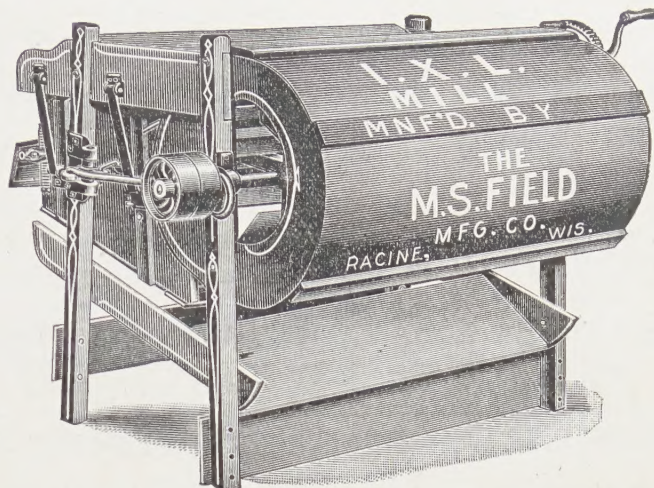
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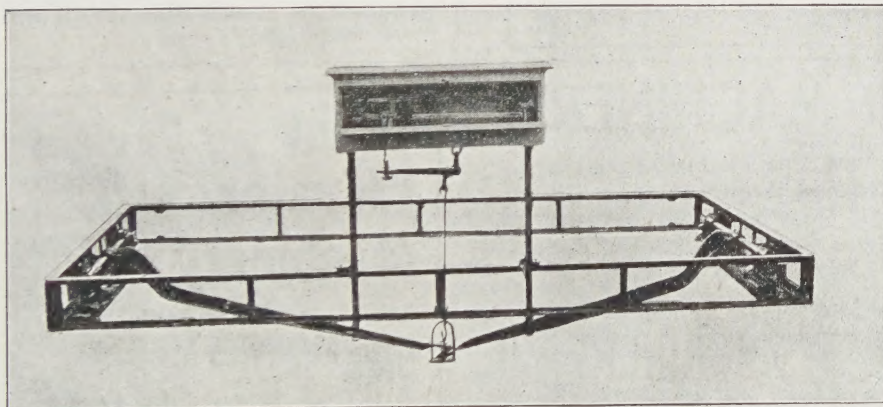
is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9 3/4 x 12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

At top of left hand page, in bold faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

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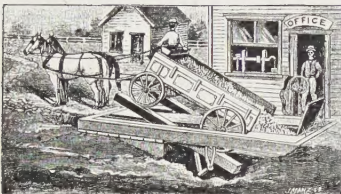
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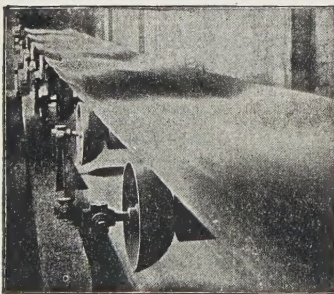


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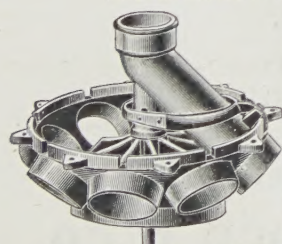
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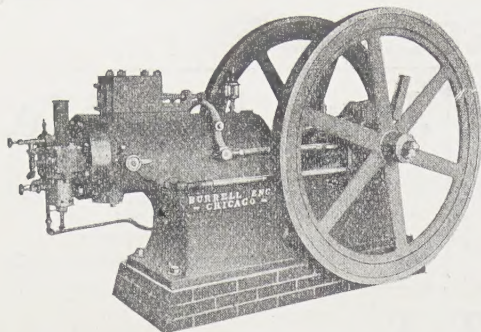
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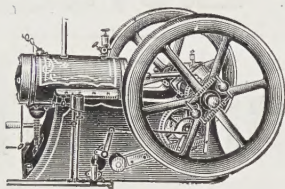
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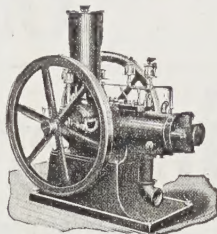
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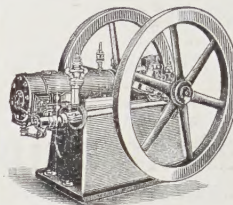
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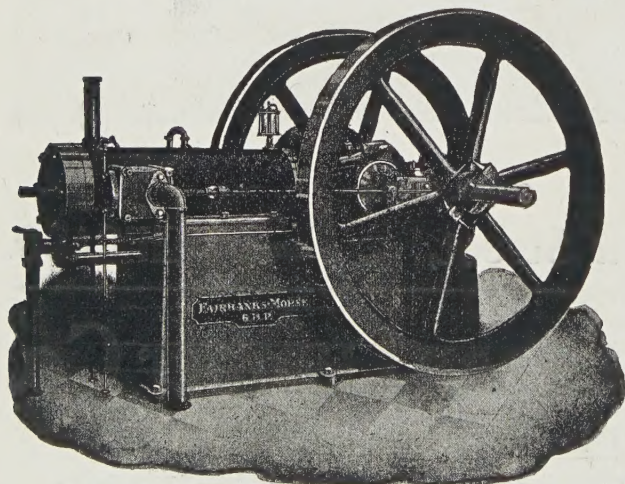
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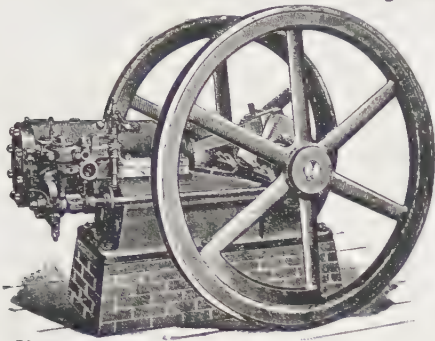
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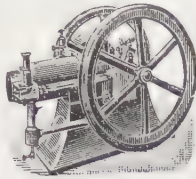
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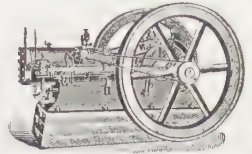
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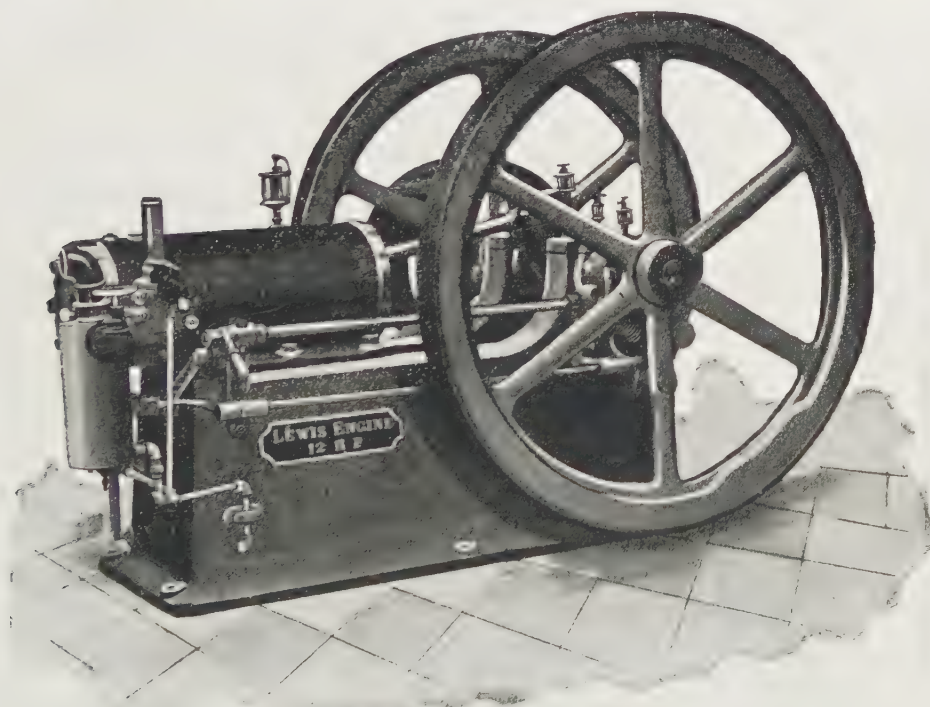
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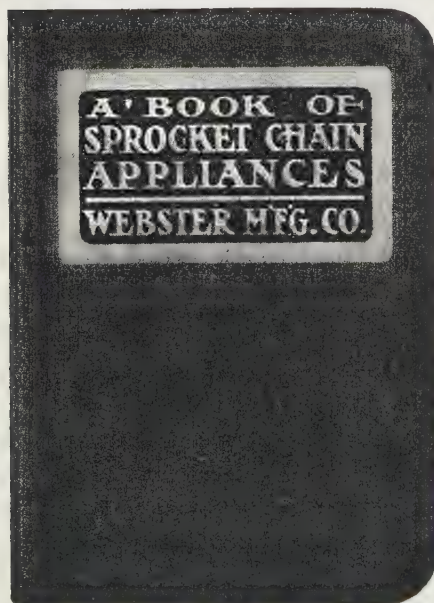
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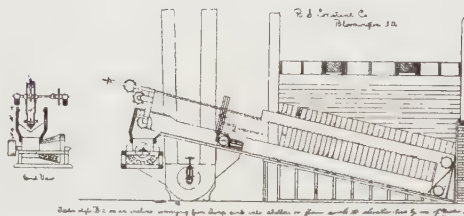
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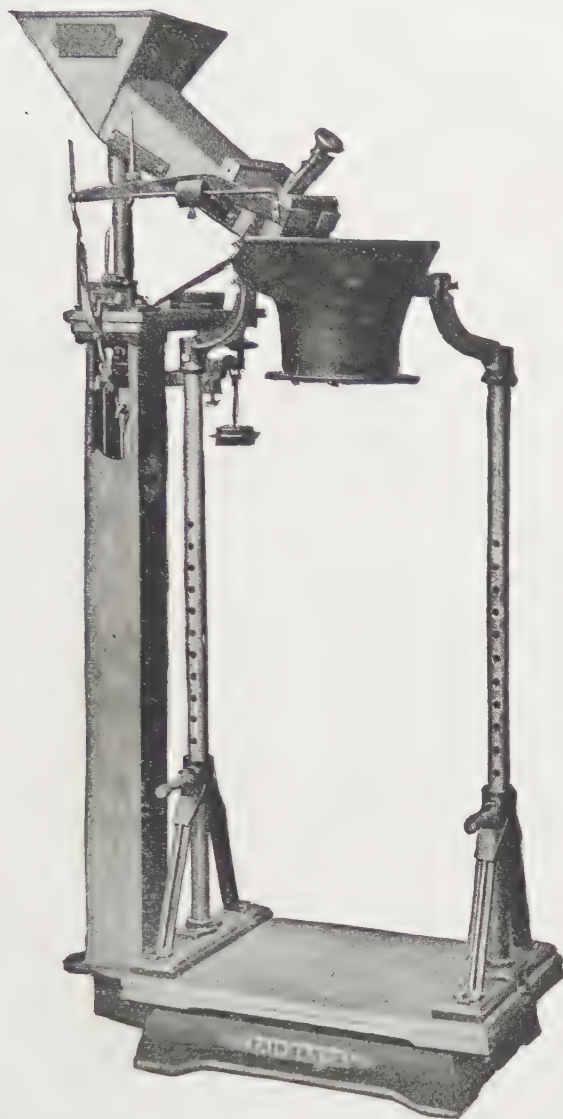
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WISCONSIN elevator, with first-class equipment, for sale cheap; on N. W. R. R., 40 mi. from Milwaukee. Address Geo. H. Crowns, Port Washington, Wis.

ELEVATOR with oat bins, corn cribs, in central Illinois. Good local trade. For sale at a bargain. Western, Box 12, care Grain Dealers Journal, 10 Pacific Av., Chicago, Ill.

GRAIN ELEVATOR AND RESIDENCE. Everything up-to-date; best location for the money in Indiana; will sell either or both. Don't write without you want to buy. M. E. Harris, Cowan, Ind.

MODERN elevator for sale. Most convenient and in good condition. In Illinois, on one of best railroads; fine grain section. Reason for selling, poor health. P. H., Box 4, care Grain Dealers' Journal, 10 Pacific av., Chicago, Ill.

STEAM, 10,000-bu. elevator for sale. On private ground on B. & M. R. R., in good location with large crop of corn, oats and wheat to be moved. Also cribs for 5,000 bu., and coal and feed business. A cash bargain. Write for particulars. M. D. Andrews, Havelock, Neb.

N.-W. IOWA elevator for sale. Good locality; 30,000 bu. capacity; 6-h. p. gasoline engine, cleaner. Savage & Love double dump, grinder, Fairbanks scales; all in first-rate condition. Plant only 4 years old. Coal business in connection. Satisfactory reasons given. G. B., Box 12, care Grain Dealers Journal, 10 Pacific Av., Chicago.

## ELEVATORS FOR SALE.

FLOUR, feed, wood and coal business for sale, on C. & N.-W. Ry., no competition; in Wisconsin suburban town. A No. 1 place of business. Good reasons for selling; 1-2 down, balance 5 per cent. Address T. C., box 2, care Grain Dealers Journal, 10 Pacific Ave., Chicago.

TWO elevators doing good business for sale on reasonable terms. Hardware and implement business in connection with one elevator and dwelling house and lots with other. Will sell together or separately. First class reason for selling. Could fit out if desired a line of these houses with good central location, telephone connection, etc. J. R. Martin, Sullivan, Ill.

BEST equipped 20,000-bushel elevator in central Ohio; best grain section and handle more grain than any two in county; 3 ear corn dumps, sheller, cleaner, separator, hopper and 60-ton track scales; 30-h. p. steam engine; everything first-class and complete. Good coal trade, and flour and feed exchange. No opposition. Possession at once. Rare opportunity. E. L. Carroll, Huntsville, Ohio.

ELEVATOR PLANT for sale; one of the best, if not the best in the state of Illinois, situated in the heart of the best corn and oats country in the state. Plant consists of one gasoline power elevator, two steam power elevators and two good corn cribs. Total capacity about 325,000 bushels. Handled last year 640,000 bushels. Will handle more this year. Good oat crop secured in good shape and corn promises a large crop. Reason for selling, ill health and advanced age. Terms easy. Address H. I., Box 4, care Grain Dealers' Journal, Chicago, Ill.

## ELEVATORS WANTED.

ELEVATOR wanted for cash in Illinois. G. E. Conway, Nevada, Ill.

ELEVATOR wanted to rent, on C. & N. W., in Iowa. S. S., Box 9, care Grain Dealers Journal, 10 Pacific ave., Chicago.

ELEVATOR wanted to rent in Minn. or Ia. A. G. S., Box 1, care Grain Dealers' Journal, 10 Pacific av., Chicago.

INTEREST in elevator wanted by grain man. Will furnish some money and do the work. Box 13, Bradgate, Iowa.

CORN and oats elevator wanted, on I. C. R. R. in Illinois. Address J. W. S., box 2, care Grain Dealers Journal, 10 Pacific Ave., Chicago, Ill.

CHICAGO elevator wanted to rent; over 45,000 bu., well located and in good repair. Write Grinder, Box 5, care Grain Dealers' Journal, 10 Pacific-av.

ELEVATOR wanted to buy or lease, either in western Ohio or eastern Indiana. Must be in good territory. Address Ketrow & Vernier, Ansonia, Ohio.

ELEVATOR WANTED to buy or lease in good grain section of Illinois. Prefer renting with privilege of buying. Address full particulars to E. E. Schroeder, Minonk, Ill.

## ELEVATORS WANTED.

WANTED, to lease with privilege of buying, a grain elevator in good location, Iowa or Minnesota. Give full particulars by mail. Address G., Box 5, care Grain Dealers' Journal, 10 Pacific-av., Chicago, Ill.

## MACHINES FOR SALE.

SHUCK-SELLER, 4-hole Marseilles, for sale cheap; nearly new. A. Moseley, Quanah, Tex.

STEEL CONVEYOR, 20 ft. long 6 in diam. with hangers, for sale cheap. A. H. Richner, Crawfordsville, Ind.

BURR, 22-in. underrunner; 1 M. Valley Corn Sheller, 1 Cleaner, made at Sidney. Cheap. Patty & Coppock, Fletcher, O.

LOT OF SHAFTING, boxing, sprocket wheels, pulleys, including head pulleys for sale. Horner & Co., Hume, Ill.

MIAMI SHELLER, good condition; capacity, 300 to 400 bu. per hour. Also one Miami Corn Feeder for same. Address W. E. Tuttle, Springfield, Ohio.

SECOND-HAND: One 45-h. p. boiler with heater, pump and all fixtures complete. Outfit will sell cheap if sold soon. Address Rhinehart Smith, Sidney, Ohio.

SEPARATOR for sale; No. 3 Silver Creek receiving, with sieves for beams, all kinds of grain, clover and timothy seed. Nearly good as new; \$70 f. o. b. here. D. S. Woolman, Millington, Mich.

TWO NEW WELLS Warehouse Fanning Mills, and 1 new No. 6 Excelsior Dustless Grain Separator and Grader, for sale cheap. No better machinery of their class in the market. For particulars address C. H. Adams, Marseilles, Ill.

ROLLER FEED MILLS, GASOLINE AND STEAM ENGINES, new and second hand, of best makes at prices that are right. All styles and sizes. Boilers, shafting, pulleys, belting and flour mill and elevator machinery and furnishings at cut price. We corrugate rolls on best machines at large discount. Write us your wants. Jackson Manfg. Co., Minneapolis, Minn.

## MACHINES WANTED.

CORNWALL Corn Cleaner wanted, No. 1 or 2. W. W. Cameron, Chester, Neb.

MACHINES not in use can be sold by advertising. Get your money out of them; get the machines out of your way; sell them and reduce your fire risk.

MACHINES WANTED.—If you want good second-hand machines or machinery, make your want known in this department. Others have done so and secured good machines at a low price. You can do as well.

CORN shellers and cleaners wanted, Cornwall preferred, 2 good second-hand, medium size; elevator belts, buckets, heads and boots; good order. Describe. M. E. Co., Box 4, care Grain Dealers' Journal, 10 Pacific av., Chicago, Ill.



# GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

## ENGINES FOR SALE.

VERTICAL engine of 10 h. p. for sale. Lake St. Mfg. Co., 156 Lake, Chicago.

ENGINE and boiler, 10-h. p., for sale; mounted on trucks; in good condition. A. N. Drummond, Guernsey, Iowa.

GAS engine for sale; 40-h. p. Otto, in good condition. Frank Diesel Can Co., Stewart av. cor. 40th st., Chicago.

BARGAINS in second-hand gas and gasoline engines. General Gas Engine Co., 43 West Washington st., Chicago.

GAS and Gasoline Engines, 2 to 25-h. p. For particulars address The Carl Anderson Co., Jefferson and Fulton-sts., Chicago.

STEAM engine and boiler, 15 h. p., made by Frost Mfg. Co., Galesburg, Ill. Good as new. Also 15 h. p. Van Dusen gasoline engine for sale cheap. Address John Bartle, Mitchell, Iowa.

GASOLINE engines: two 30-h. p. White & Middleton, in perfect order. Smaller second-hand engines of other makes at bargain prices. New Backus engines, the very best made, at reasonable prices and on long time. Backus Gas Engine Co., 171 Lake-st., Chicago, Ill.

## ENGINES WANTED.

ENGINES and Boilers wanted to buy, or will exchange new or second hand. L. D. Pollard, 57 So. Canal St., Chicago.

BEST prices paid for 2nd hand gas and gasoline engines. General gas Engine Co., 43 W. Washington St., Chicago.

GASOLINE ENGINES wanted, or will exchange. All makes and sizes. McDonald, 36 W. Randolph, Chicago.

## SITUATION WANTED.

SITUATION wanted in elevator. Have had several years experience; best reference. Box E. E., Early, Ia.

POSITION wanted; 20 years in grain, hay, seeds, know all ins and outs; thoro in office, buying, selling, grading and rates; large acquaintance. X., Box 5' care Grain Dealers' Journal, Chicago.

## MILLS FOR SALE.

FEED MILL for sale on Big Four R. R. All up-to-date machinery; good trade; fine location for grist mill or shipping grain. Delaware Feed Mills, Delaware, O.

70-BBL. roller mill for sale; steam, power, good order, well located in county seat 2,500 population (only mill). Splendid local and shipping trade. Bargain, \$6,000; one-third cash, balance 1 to 4 years at 8 per cent. Buy it, act quick and add electric light plant. Address E. P. C., box 2, care Grain Dealers Journal, 10 Pacific Ave., Chicago.

## GRAIN FOR SALE AND WANTED.

IF YOU do not find what you want advertise for it here.

RYE STRAW for sale. Address W. J. Henzell, Hoppertown, Mich.

BUCKWHEAT wanted; also rye and soft wheat. H. H. Emminga, Golden, Ill.

CHOICE lots of seed or grain can be sold at premium by advertising here. Try it.

HAY shippers addresses wanted. G. M. White & Co., East Hartford Meadow, Conn.

SEEDS OR GRAIN of special grade or variety can be obtained by advertising your want here.

SEED WHEAT AND RYE, for sale. Write for prices and samples. Gale Bros., 14 W. Front St., Cincinnati, O.

SEED WHEAT, suitable for central Indiana, wanted. C. H., box 3, care Grain Dealers' Journal, Chicago.

WANTED: Car of northern Fultz wheat and car of winter white rye, suitable for seed. E. M. Small, Yeddo, Ind.

SEED WHEAT for sale. High grade, sure crop, winter seed wheat, reasonable prices, in small or car lots; correspondence solicited. S. M. Schindel, Hagerstown, Md.

TIMOTHY, CLOVER & ALSIKE SEED wanted. We are buyers at all times and pay full market prices. Try us. Whitney-Eckstein Seed Co., 210-212 Terrace, Buffalo, N. Y.

## SCALES FOR SALE.

FAIRBANKS track scale for sale, 60-ton, 34-ft., good as new; price, \$250. A. K. Knapp, Minooka, Ill.

A FEW 2nd-hand hopper, wagon and railroad track scales for sale; Fairbanks' pattern. U. S. Scale Works, Terre Haute, Ind.

## ELEVATOR SITES.

**FINE  
LOCATIONS**  
FOR  
**ELEVATORS, FACTORIES,**  
AND OTHER INDUSTRIES ON  
**The Belt Railway of Chicago.**  
COMPETITIVE RATES.  
AMPLE CAR SUPPLY.  
ADDRESS B. THOMAS, PRES. & GEN. MGR.  
DEARBORN STATION, CHICAGO.

## LOCATIONS FOR ELEVATORS

in Illinois, Iowa and  
Minnesota on the line of the

## Chicago Great Western Ry.

Opportunities for men with capital to invest in paying modern elevators. No section of the country is so free from crop failures. Write for maps and full information.

W. J. REED,  
Industrial Agt., C. G. W. Ry.  
604 Endicott Bldg.  
St. Paul, Minn.

## GRAIN DEALERS JOURNAL

10 PACIFIC AVE., CHICAGO, ILL.

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Dealers Journal on the 10th and 25th of  
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ASHLAND AVE. AND 22ND ST., CHICAGO, ILL.

### CHAMPION CORN SHELLERS

last longer, and the expense for repairs is less than any other shellers. Many grain dealers are now using Champion Shellers put in 25 years ago. *Write for descriptive circular.*

**R. H. McGRATH,**

Established 1851.

Lafayette, Ind.

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USE THE

### Hurd Respirator

Made of Soft Rubber  
Durable, light and easy to wear. Air inhaled through a thin wet sponge, and exhaled through an automatic valve. Price, \$2. each; \$20. Per Dozen.

Morley Respirator Company, Saginaw, Mich.

## Hamilton Rubber Mfg. Co.

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## RUBBER BELTING

Rubber and Cotton, Rubber Lined Fire Hose, Packing, Valves, Gaskets, Mats and Matting.

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## Reliable Insurance...

on Modern elevators and Contents can be secured at about one-half the rates charged by stock companies by addressing

**MILLER'S NATIONAL INS. CO.**

205 La Salle St., CHICAGO, ILL

CHARTERED, 1865

ASSETS, \$2,721,893

NET CASH SURPLUS, \$469,382.27

W. L. Barnum, Secy

### The GRAIN SHIPPERS' Mutual Fire Insurance Association

Insures only desirable risks in Iowa, and has saved its policy holders in the past exactly 50 per cent of Board rates. For particulars, address

F. D. BABCOCK, SECRETARY,  
IDA GROVE, IOWA.

### MICHIGAN MILLERS MUTUAL FIRE INS. CO. OF LANSING, MICH.

20 YEARS Successful Business.  
Net Cash Surplus, \$220,000.00.

50% Dividends Paid 1899 1900

Insures Grain and Elevators.

## Every Cent That You Put Into a Monitor Scourer Yields a Money Return.

It means money in your produce—you can always depend on perfect work, saving thereby broken grain and waste of good stock—money saved.

It means less money for repairs, because the Monitor Machines are the best that a conscientious attention to reputation can produce.

It means a long, faithful and thorough service.

You can't get a better machine, and it's odds against you that you won't get as good, anywhere.

We want an opportunity to talk to you—to show you where its good points are—what it has done—what it is doing. We want to send you some literature that will give you an opportunity to judge for yourself, and if you will write us we'll be glad to send our literature to you, or maybe send a man who knows his business, to tell you all about it.

**HUNTLEY MANUFACTURING COMPANY,**

Silver Creek, N. Y.



# GRAIN DEALERS JOURNAL

Published on the  
10TH AND 25TH OF EACH MONTH  
BY THE

## GRAIN DEALERS COMPANY,

10 PACIFIC AVE., CHICAGO, ILL.

CHARLES S. CLARK, . . . . . Editor.  
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Letters on subjects of interest to those engaged in the grain trade, and news items are always welcome.

CHICAGO, ILL., SEPTEMBER 10, 1900.

Tell us how to construct what you consider the best corn crib.

A poorly coopered car frequently brings grief to the shipper.

Dealing with irresponsible brokers is likely to bring disappointment, if not disaster.

Kentucky and Wisconsin grain dealers are also joining the ranks of the organized.

Seed shippers who buy seed according to the grade claimed by the grower court disaster.

It is safer to confine all business dealings in grain centers to members of exchanges.

The separator which does even half-way work will improve the grading of this year's oats.

Northwestern Iowa dealers who have attended recent meetings are talking 60 bushels of corn to the acre.

The annual meeting of the Grain Dealers National Association will be held in Indianapolis, Nov. 20 and 21.

You may place a revenue stamp on each grain ticket issued if you want to, but it is not necessary.

Rye straw seems to be in good demand. This is unusual, as a rule it is only the demand for the juice that is heard.

What has become of the movement to have sight drafts attached to bill of lading for every car shipped to the Southeast.

The elevator operator who takes good care of his engine, is generally well satisfied with it, whether it be steam or gasoline.

If human life is worth anything it pays even to build corn cribs well. On the afternoon of Sept. 5 a large crib which was being emptied at Peotone, Ill., collapsed

fatally injuring one man and killing two others who were shoveling corn to the sheller. Another case of employing a cheap barn builder.

The bucket-shop still lingers, but its coffin is being prepared. The quotation bettors will go back to cards, shells, faro, etc.

Automatic grain weighing machines of improved design are gaining favor with shippers and paying good dividends on investment.

Be friendly with the Journal, as well as your competitor, write to it occasionally, and talk with your competitor frequently.

An English wheat expert estimates the crop of 1900 at 2,224,000,000 bushels. He will not be in sight when the Price Current tells how much it is.

A few months' use of a reliable hopper scale often convinces the shipper that he lost money by not putting in such a shortage detector before.

The grain man who employs a barn builder to construct his elevator sometimes escapes with his life from the ruins when the house collapses.

The grain buyer who makes it a point to see that his farmer patrons are supplied with good seed grain invariably profits largely by such action.

Argentine's wheat crop will not always be grown by bands of transient tenants. Prosperity will beget homes, increased needs and a demand for better prices.

The members of the Central Traffic Association are beginning to talk advance in freight rates, altho the close of the season of navigation is nearly two months away.

The grain drier which removes all moisture and leaves grain in merchantable condition is a gold mine for elevator men, and some millers also are using them.

If you want an elevator which will stand when full of grain, and one which can be operated at minimum expense, employ a man who makes a business of building elevators.

And now the wheat growers of the country are all madder than wet hens since learning that the government had an opportunity to try Russia's scheme for dollar wheat and turned it down.

Grain elevator men who have equipped their elevators with dust collecting apparatus have found that it not only reduces the fire hazard and keeps the elevator cleaner, but also reduces the fuel bill.

The receiver who handles the business of the scoop shovel shipper must bear in mind that by so doing he is gaining the ill-will of the regular shippers of the country, and that he can expect no busi-

ness from them while continuing to encourage the shark who runs about the country undermining the business of established dealers wherever he finds an active movement of grain.

The gasoline supply tank which is kept twenty or more feet from the elevator is not likely to cause the destruction of house by fire, but it does cause a reduction of the fire hazard and cost of insurance.

The dealer who is not charitable enuf to consider his brother elevator man a regular dealer should attend a few meetings of the dealers of his district. It will broaden him wonderfully and do him lots of good.

If your wagon-scale is not under cover and you are not positive that it weighs correctly all the time, it would pay you well to have an expert overhaul it. The scale which weighs against the buyer is a most extravagant luxury.

The owner of a clean elevator profits by such cleanliness not only in cost of insurance, but also by the reduced cost of fuel effected by consuming dust and foreign matter, which was previously disposed of in an expensive manner.

Some farmers about Royal Center, Ind., clubbed together and shipped their grain to —. Notwithstanding that they lost heavily by the deal another lot of growers proposes to do likewise this season. What a lot of chumps these farmers be.

The movement of superior milling wheat from the Southwest to the mills of the wheatless wheat regions continues in unusual volume. Many shippers of the surplus districts are sending wheat direct to the millers of the short states.

Altho many dealers who buy oats in the Southwest still bid for sacked grain, some of them expressly state that they prefer oats in bulk. Sacked grain is alright for retailers, but the wholesalers prefer to do their own sacking.

Dealers who perversely refuse to join with their brother dealers in the support of an association for the advancement of common interests and obstinately keep their territory in constant turmoil are to be pitied. The end of their business life is not far distant.

Grain dealers who buy hay often prevent prolonged interruption of business by storing this inflammable product in buildings apart from their elevators. It is generally admitted that hay under certain conditions is likely to produce spontaneous combustion.

The time was when the country grain dealer who suffered loss by fire could not dispose of his damaged grain at a price anywhere near its true value. So much grain was sacrificed in this way that buying damaged grain has become a



business of importance, and several of the lake ports support one or more dealers who make a specialty of buying salvage grain which they dry and place on the market.

The elevator which is not equipped with a modern dump is generally avoided by farmers with heavy loads or weak backs. The time saved, and the improvement in receiving facilities by the installation of a good dump more than pays first cost each month.

It is gratifying to know that the railroads of Illinois have not supreme control of the business at stations. One has recently been required by the State Railroad Commission to connect with an elevator switch at Victoria. May the power of the commission never become less.

The one trust which has a firmer cinch on the hay trade than all others combined is the wire trust. It supplies all bale ties now used, controls the market and smiles superciliously when requested to reduce prices. An anti-trust bale tie if sold at a reasonable figure might prove very profitable to the maker.

An appalling calamity, the result of hurricane and flood, has befallen Galveston. The elevators are still standing altho badly damaged, yet the city has suffered the loss of so many lives and all channels of trade are so completely paralyzed, that little if any grain can be expected to be handled at that port this month.

With the majority of the oats of the 1900 crop badly stained, it would seem that there should be an active demand for up-to-date bleachers. Of course bleachers will not be used in Illinois or Wisconsin until the state laws are repealed, but there are other states which have no such nonsensical regulations.

A good feed mill has been found to be a very profitable investment by many country elevator men who grind up screenings and off-grade grain and sell it at a good price. This year a good mill will be doubly profitable, for some of the flour mills will be closed, and the competition of feedstuffs will be less than usual.

If certificates of public elevator men are to be considered gilt-edged security as heretofore the registrar and inspection offices must be surrounded with such legal regulations as will make the certificates above suspicion. A registrar who visits his office two or three times a year is not doing his duty nor earning his salary.

Toledo's elevators are suffering as a result of too much legislation. Some of them can not get enuf of insurance to enable them to fill their bins. Few companies can afford to deposit \$100,000 with a State Treasurer and keep it in idleness. Outside companies which will not do this

are excluded from the state. Toledo's large elevators can not get all the insurance that is needed hence the market is temporarily placed at a disadvantage.

In view of the fact that trimmers at lake and ocean ports loading vessels with grain are often tied up by reason of strikes, it would seem that there is a good field for the manufacture of some loading device. A loader similar to the different car loaders would no doubt prove profitable and pay for itself in a short time.

It seems to be the consensus of trade opinion that the shipper, who accepts bid and asks extra time for shipment in the same telegram does not accept bid of buyer. An acceptance of any offer is not an acceptance, if any new provision is stipulated as a part of the contract. The acceptance of the new condition must be optional with the other party.

The builders who construct loading spouts with square joints are much blessed by those who try to operate house after departure of constructors. When shipping spouts are constructed on a straight line from elevator head to car door, every car will be loaded without shoveling, and in one-half the usual time required to load and trim with shovel.

The construction of a corn crib may seem a very simple matter, yet many of our friends in the trade are backward in presenting their opinions on the subject. We give herewith the views of a few, and some are promised for the next number. Some excellent ideas are presented and we sincerely hope they will set every reader to thinking hard enuf to prompt him to send us a description of what he considers the best crib. Let us hear from you.

In spite of the fact that the cost of the labor constitutes about three-fourths of painting an elevator, a Chicago firm has recently covered its elevator with white-wash. Next year it will be necessary to employ men to go over the house again, and the pittance saved in cost of material this year will be more than off-set by the cost of repainting next year. It pays to do everything well. It pays double well to use good material when painting an elevator. The stuff that cracks, curls and peels off will not protect an elevator from the elements. Unprotected iron siding and roofing rusts out very quickly, so that it does not require much experience for an elevator man to know what is best for him to do.

The compilers of the fire hazard statistics have repeatedly sounded the alarm of the dangers attending electrical lighting during recent months. According to the Chronical Fire Table, the percentage of losses due to this cause during 1898 was 2.63 per cent. Last year it rose to 3.02 per cent. Most of the large eleva-

tors built during recent years have been equipped with incandescent electric lights to reduce the dangers of dust explosions. It is fair to say that the dangers arising from electric lighting plant, if all wires and connections are properly protected, is very small. The demand for efficient electrical workers during recent years has far exceeded the supply. This applies also in a measure to the goods as well, hence it is reasonable to suppose that the poorly installed equipments of cheap products are directly responsible for most of the fires credited to this cause.

In Kansas, as in Nebraska, it seems to be anything to get into office with some of the politicians. The populists of Kansas are now charging an elastic skinned bugaboo with so many enormous and unheard of crimes that it seems certain it will soon burst and vanish into thin air before the very eyes of the most credulous. This enormous giant which the politicians are picturing as more and more terrible with each telling is none other than that very harmless organization known as the Kansas Grain Dealers Association. A leading Kansas City paper which is in a position to know better gives space to a lot of false statements, which must have emanated from the imagination of some one with a special grudge against the Association. During its short life it has driven more rascals out of business in Kansas City than in all other markets combined. The work of its Check Weight Buro was so honest, so far reaching and effective in detecting grain steals in that market, that even the receivers of Kansas City subscribed liberally to its support. Hundreds of Kansas City grain thieves who lived by their pilfering from unguarded cars in the yards are now engaged elsewhere. The weight pluggers, the manipulators of hidden spouts and the elevator foremen who were opposed to cars being swept in elevators have all met a merited fate at the hands of the Kansas Association. The Check Weight Buro has raised the moral tone of the market, driven out the thieves and inspired the reputable receivers with a new pride in the market's reputation for fair dealing and honest weights. Both Kansas City and Kansas have profited greatly by the work of the Kansas Association. A reform movement by members of any trade, which relieves the trade of burdensome abuses, impositions and steals invariably results in inestimable benefit not only to the entire trade, but to the entire community. Were it not for hundreds of organized reform movements which have long since passed into history nine-tenths of humanity wud still be living in caves.

The American Linseed Co. estimates the crop of flaxseed at 35,000,000 bushels in America and 20,000,000 bushels in Russia.



## NEW TRANSFER ELEVATOR AT JERSEY CITY.

The illustration given herewith shows the new transfer elevator of the National Storage Company, recently erected on its docks in Jersey City (Communipaw), N. J. The house was designed and erected by Geo. M. Moulton & Co., of Chicago, and is used by the Lehigh Valley Railroad to transfer grain from its cars into lighters, which in turn are transferred to ocean liners through the medium of floating elevators as is the common practice in New York harbor.

The elevator is a four leg house, the main body being 157 ft. long by 42 ft. wide, with extensions forming car sheds on each end of 20 ft. giving an overall length of 197 ft. The intervening space between the car sheds on each end are completely housed and ceiled inside and are used for an office and store-room respectively. The total height of the building from the base of rail is 88 ft., divided into five stories.

The first story presents an appearance seldom seen in an elevator, the sides and ceiling being covered inside with clear, matched lumber leaving the same perfectly smooth, having a neat and finished appearance, and thus avoiding all crevices, exposed angles and studding for the lodgment of dust, a feature readily appreciated, especially by insurance experts. Another feature commanding attention in this story is the construction of the track hoppers. These hoppers are 18 feet in length and extend to the outside track rail their full length, thus obviating the usual sweeping of the surrounding floor which is necessary where hoppers of the ordinary length are installed. The tanks containing these hoppers are very deep and of sufficient bulk to entirely enclose the hopper up to the under side of the track floor, so that they are fully protected from the rise of water due to the tide. These hoppers are protected by iron gratings made of bars 3-8 in. by 2 in. with a separating sleeve between each bar, and are further protected from foreign substances getting into the boot, by removable wire screens on a channel iron frame. The first story also contains the ordinary power shovel machinery for unloading cars on either of the two tracks through the house; the arrangement of hoppers and tracks being such, that while the unloading of four cars simultaneously is progressing on one track, a similar number of cars is being placed on the opposite track, and thereby the process of unloading may proceed without loss of time to the shovellers.

The second story contains twelve garners of 2,300 bushels capacity each, with bottoms lined with heavy sheet iron to facilitate their cleaning. Each garner is fitted with valve and wrought iron slide with operating ropes leading to the dock level and supplied with handles. Garner bottoms discharge into heavy cast iron spouts of special design, which project through the side of building and are supplied with cast iron revolvers to which are hung the boat loading spouts. Twelve boat loading spouts are of the Belling pattern, complete with crane, operating ropes and worm-gear winches, and easily operated or maintained in any position by one man.

On the third story is found the main line shaft to operate the elevator, the power coming to this shaft direct from the engine, and through this medium transmitted to the elevator heads, and to

the shovel shaft in first story. All transmissions throughout are of Ajax rope and each supplied with friction clutch so that each piece of machinery may be started or stopped at the will of the operator without reference to other parts. The spouts receiving discharge from scale hoppers are also placed on this floor. They are of special heavy design and arranged so that each scale serves three of the garners hereinbefore mentioned.

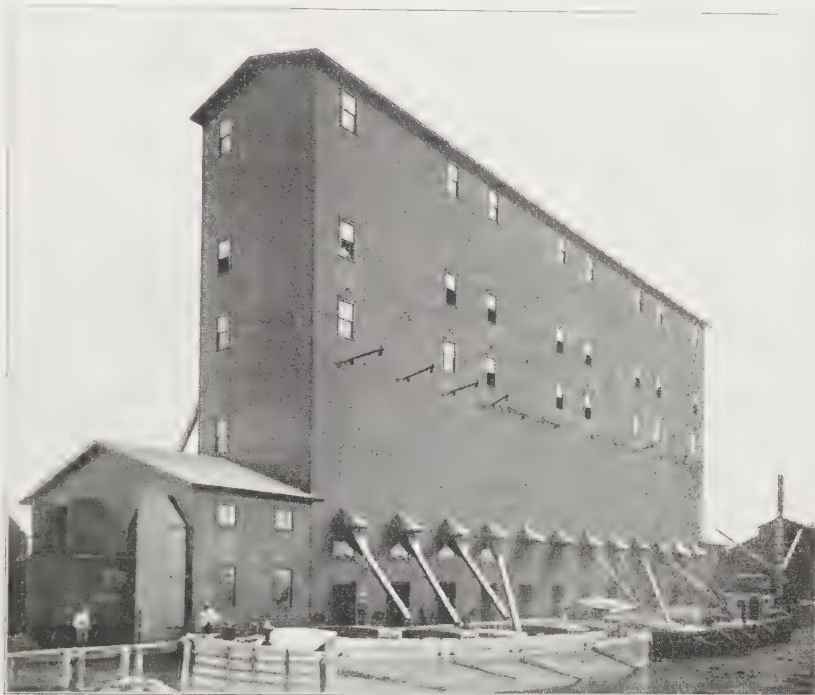
The fourth floor is the scale floor on which is situated four Fairbank's scales, each of 1,800 bushels capacity, supplied with check beams. Each scale has a hopper of 2,200 bushels capacity with bottoms lined with iron and fitted with special large rotary bottoms 36 in. in diameter, to facilitate their emptying rapidly.

On the topmost or fifth floor is located only the elevator heads which discharge directly into the scale hoppers. The elevator head pulleys are covered with rub-

dummy chutes and all conveniences of a minor nature which are necessary to form the complement of a first-class modern grain elevator.

## THE SHRINKAGE OF CORN.

In the fall of 1898 an experiment by Prof. Atkinson, at the Iowa experiment station, was made to ascertain the amount of moisture in an ear of corn. A crib was constructed upon the platform of a pair of scales, the scales so constructed that an exact register of the weight would always be made. Seven thousand pounds of corn were husked and placed in the crib October 19, 1898. The crib was 13 1-2 feet long by 7 1-2 feet wide. The corn was then weighed once each week for a year. During the first six months the loss was 630 pounds, or 9 per cent of the original weight. During the next three months from January 19 to April 19, the loss was 390 pounds, or 5 per cent



New Transfer Elevator of the National Storage Co., Jersey City, N. J.

ber belt securely bolted to the face and are supported upon heavy head shafts carried upon bracket boxes securely bolted to special timber framing supplied with keys so that shafts may be more readily kept in line.

The power to operate the plant is housed in a brick building located at the side of the main building and divided by a brick wall into engine and boiler room. The power is divided into two units, being a pair of engines, each with cylinders 14 in. in diameter and 16 in. stroke connected to a common crank shaft, supplied with one fly wheel and rope sheave. The advantage of this arrangement is obvious, for in the event of accident to one side of the engine it is but the work of a few minutes to disconnect the rod at the crank end of the broken side and proceed with the remaining engine under half load. Steam for the engine is supplied from a battery of two locomotive boilers at a pressure of 150 pounds.

The entire elevator building is supplied with signals, call bells, speaking tubes,

of the original weight. During the next three months the loss was 230 pounds; during the last three months the loss was 190 pounds. The loss during the full year was 1,430 pounds or a trifle more than 20 per cent. This means that a bushel of corn weighing 80 pounds when husked like this sample will weigh 64 pounds at the end of the year.—Kansas City Packer.

A distillers' association was formed Sept. 6 at Cincinnati, O., embracing nearly all the spirits manufacturers of the country. Fred Smith is chairman, J. T. McHugh, secretary, and Casper H. Rowe, treasurer.

The locomotives of the United States annually blow thru their smokestacks 2,500,000 tons of unburned cinders. These fall on the ground and cause fires with losses resulting greatly in excess of the value of the 50,000,000 tons of coal burned annually in the same locomotives. The grain dealers who permit trash of all descriptions to accumulate about their elevators are the principal victims.



## ASKED AND ANSWERED

### OAT BLEACHING MACHINES.

Grain Dealers Journal: Can some one some information regarding oat bleaching machines, their mode of operation and where they can be bot. C. N. Adlard, Piqua, O.

### HOW TO ERECT CHEAP CRIBS.

Grain Dealers' Journal: Can some one of your many readers give me a good cheap way to put up cribs. How does the Adam Portable Crib do? Please let me know thru the Journal. J. F. Bryant, Frankfort, O.

### BUILDING A CRIB.

Grain Dealers Journal: My idea of the proper way to build a corn crib is to have it in two sections each 9 feet wide, with a driveway between 8 feet wide, all under one roof, with a door at each end. I would use 6-inch fence boards for the sides and 2 x 6-inch, 10 feet high for the outside. Have the roof high enuf in the middle to give it plenty of pitch, using 1 x 12 and 18-inch grooved lumber for the roof, with lath on cracks. Floor joists, 2 x 8 inches. George Messelheiser, Alexander, Ia.

### LAW ON SWINDLING OVERDRAFTS.

Grain Dealers Journal: A Canadian hay shipper has swindled me out of a large sum by misrepresenting his shipments for which I honored his drafts. I have attached the property thru him and his bank. Will the courts sustain this proceeding? What is the law in a case of this kind? Eastern Hay Dealer.

Your proceeding was proper, and will be sustained by the courts. See decision of Court of Common Pleas, Cincinnati, in case of Union Grain & Hay Co. vs. Pringle, page 196, Grain Dealers Journal, Nov. 25, 1898.

### EXPIRATION OF LEASE ON RIGHT-OF-WAY.

Grain Dealers Journal: The Central Railroad talks of making some improvements in the yards, and as our elevator is on its ground, it refuses to renew our lease. Our building needs expensive repairs, but we would like to have a lease before we do the work. The company has advised us to go ahead, but states that it cannot renew the lease. We have some lots next the right-of-way just opposite the depot to which we could move the elevator, if we can compel the company to let us on the right-of-way and furnish us cars promptly. We are anxious to get the building fixed up, as we are handicapped in handling the new crop. Will some one advise us what is the right course to pursue? H. & S.

### ERROR IN ACKNOWLEDGING CARD BID.

Grain Dealers Journal: In regard to the inquiry of Shipper as to the refusal of a track bidder to accept an offer of 10,000 bushels of corn at the stated price, on the ground that his principal, the starch works, were already supplied, I would say I put all the facts before a judge of the Federal Court. The judge says positively that the shipper has no

case and will be beaten if he brings suit. When the shipper changed a single word contained in the proposition set forth in the postal card he simply killed the bid so far as he was concerned.

His message was simply an offer to sell them 10,000 bushels of corn at 36¼ cents his track, 30 days shipment, subject to their acceptance. G. A. Stibbens, Coburg, Ia.

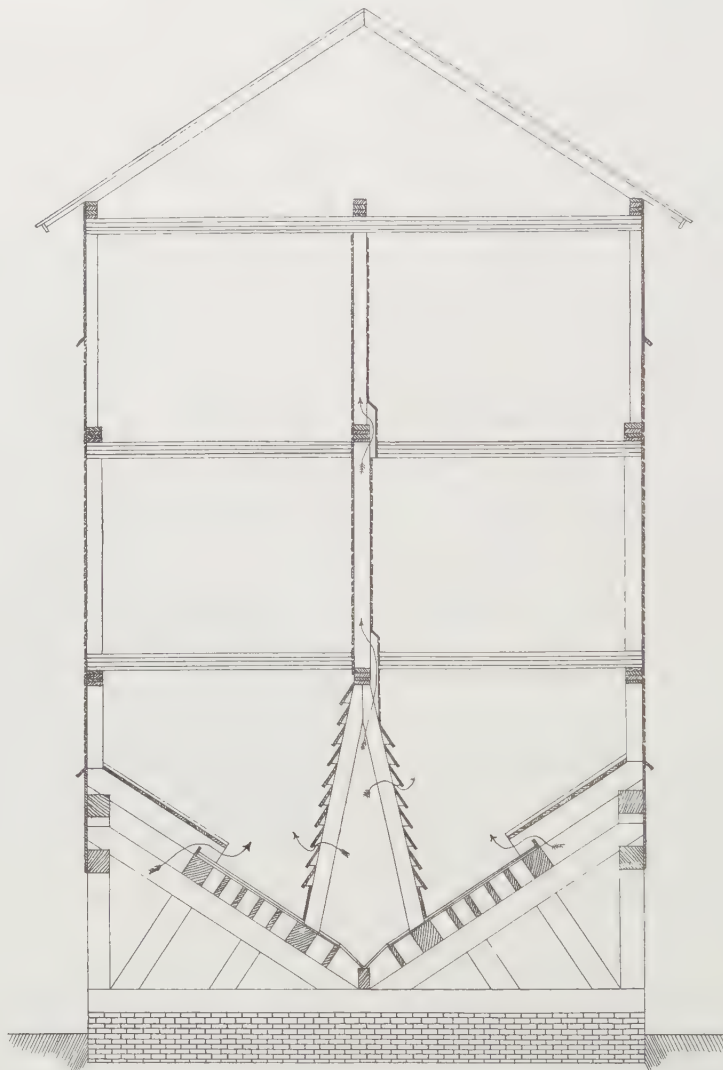
### DOUBLE CRIB PREFERRED.

Grain Dealers Journal: I prefer the double crib with driveway between and cover over all. In this way one can have two roller doors and the corn is safe when

scantling as tight as possible; 6-inch sills and 10 inches should bring the floor 16 inches above ground, which is plenty. R. S. Williams, Boelus, Neb.

### CONSTRUCTION OF CORN CRIBS.

Grain Dealers Journal: In reply to Illinois Cribber I give a rough drawing of a corn crib that we have found most suitable for storing ear corn. This style of crib can be used in connection with an elevator or can be used for a shoveling crib. The foundation should be made a solid wall, laid in mortar made of equal parts of lime and portland cement. With a solid wall the crib will never settle, and



Corn Crib Designed by C. E. Flora, Indianapolis.

they are locked. Each crib to be 120 feet long by 12 feet in width and 11 feet high from floor to roof at lower eaves; fall of roof to be 4 feet in 10; roof battened and extending 10 inches over the sides. Have sills of sound 6 x 8, laid on level ground; floor studding, 2 x 10, so as to give plenty of open space under crib. This helps to solve the rodent question.

I would put the siding on the inside, as it is more difficult to tear off the boards; use 4-in. ruf boards for siding, brace with iron rods ever 6 feet, 7 feet above the floor; heavy wire twisted makes a fair brace. The space between side boards should be 1½ inches. Doors for emptying crib can be easily fitted, with the

if the mortar is made of cement and lime the rats can never destroy the wall. This is an important question in some parts of the country.

The building should be one foot or eighteen inches above the ground and left open as much as possible to let the air circulate underneath. The floor is made of two layers of flooring, and an air space is left in the bottom of the floor, as shown in the plan.

The grain always spoils or heats in the center of the bin and on the bottom of the common crib because air never passes thru; but with this bottom we get ventilation. The cribs should not be too large, about 14 x 8 feet, and as deep as



desired. This style of crib is to be two wide and as many in length as desired, with a walkway thru the center, sided with 1 x 10-inch boards as shown on plan. A narrow air chamber between the two bins is formed by siding the studding with 1 x 6-inch beveled crib slats placed one inch apart. The opening at bottom is two feet by three feet, and at the top as large as can be made, so as to draw a current of air thru the grain. The siding on the outer walls of the crib is closely matched from the top down about 6 or 8 feet, to a water-table. For the remainder of the distance down to the second water-table the outer walls are sided with 1 x 6-inch beveled crib slats, placed one inch apart. The roof can be made of wood and covered with either iron or gravel to keep rain from running into the center of the bin. The eaves should project 18 or 20 inches. G. E. Flora, of Reliance Mfg. Co., Indianapolis, Ind.

#### CONSTRUCTION OF CORN CRIBS.

Grain Dealers Journal: In reply to Illinois Cribber in the last issue of the Journal, we would say we know of no really practical way to guard against rats and mice, especially the latter, in a crib, without going to an unreasonable amount of expense.

By setting the crib floor up 15 to 18 inches clear of the ground and sheathing the floor and up on the sides 6 feet or so with No. 26 or heavier iron some advantage might be gained, and with reasonable care this would last; but the average help, in emptying the crib, would rip such floor covering to pieces.

As to protection against weather, we would say that a crib must have a maximum amount of free air circulation. Hence one built tight of ship lap or other matched material is unsatisfactory, especially for corn damp or out of condition. We have seen a crib built after the fashion of a half-open blind, which looks like a good idea, but have no user's opinion on that style. The expense of sawing out the blocking is considerable and it weakens the crib to some extent. We are sorry we cannot suggest something both practical and economical. Younglove, Boggess & Co., Mason City, Ia.

#### BEST CRIB FOR CORN.

Grain Dealers Journal: In the first place I should grade my ground so no water could stand under the building. I would build it so I could load or unload all around the building. The dimensions of the crib I have in mind are 20 feet on the square and 72 feet long. For foundation I would use good sandstone or niggerhead rock, putting them every 5 feet apart under the whole building, and for sills white oak or red beech 12 x 14 inches square. Make a regular frame of it and have the bents made of 10 x 10 pieces, and a bent every 14 feet apart. For sleepers would use hewn timbers dovetailed in the sills, and spaced 3 feet apart. Under the sleepers I would put a log thru the center of the foundation lengthwise of the building to keep the sleepers from sagging in the center. Make the floor of sycamore or gum boards, as they will not sliver. I would make the floor 2 feet above the ground so it would give plenty of air. For roofing use white pine shingles and make it  $\frac{1}{4}$  pitch. For siding use white pine boards seasoned and not dressed (the rats will not work on them). Extension over cribs 12 or 14 inches for roof. Width of opening between bottom

and top boards I would make the same on top as bottom, which is  $\frac{1}{8}$ -inch.

For filling the crib I would make the small doors 12 feet from the ground up and have them every 10 feet apart, and for emptying would make large doors for shoveling out and have them down to the level of the floor; have a door every 14 feet apart, also one door at ends of building. For rodents I would put strips of tin if they commence to work. Understand that this building is where the corn is taken from the wagons in the fall to be stored and held for higher prices. S. W. Kistler, Carroll, O.

#### CONSTRUCTION OF CORN CRIBS.

Grain Dealers Journal: In reply to query in last number of the Grain Dealers' Journal as to what is considered the best practical crib, I submit sketch showing end view of a crib.

This crib is made double and is 34 feet wide, 12 feet high with a 10-foot driveway in the middle, which makes a crib 12 feet wide on each side. The crib can be built any length desired. Six stone piers, 3 under each crib, 10 to 12 inches below ground and 8 inches above ground placed

the small space about the middle where the rods and 2x4's belt the crib.

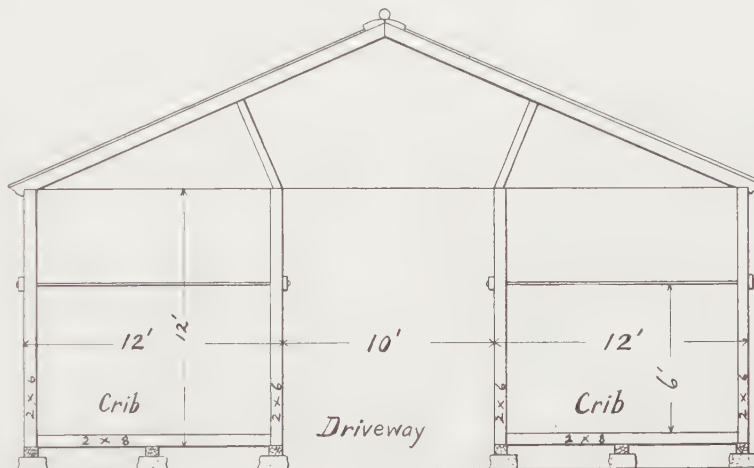
The 10-foot driveway costs nothing but the covering and is very convenient in case of storms, enabling one to unload the cribs in any kind of weather. Besides it makes a splendid store room and may be filled with corn in a case of an emergency by making a temporary bottom.

This crib is for scooping into. If it is to be filled by machinery it should be made the same way only have it 16 to 18 feet high and use 2 or 3 sets of rods. The idea of making all cribs double will at once suggest the great convenience to any practical grain dealer. George W. Hutton, Auburn, Ill.

#### MEETING OF NATIONAL ASSOCIATION.

A meeting of the Board of Directors of the Grain Dealers National Association was held in Chicago August 29 and it was decided to hold the annual meeting of the association at Indianapolis, Nov. 20 and 21.

The directors present were Pres. W. T. McCray, Kentland, Ind.; Arthur R. Saw-



Corn Crib Designed by George W. Hutton, Auburn, Ill.

5 1-3 feet apart serve as a foundation. On these piers are placed three sills 6x8 and 16 feet long and 6 feet apart extending length of crib, and on these at right angles are placed 2x8 joists 12 inches apart. On this is laid a floor of rough lumber.

For the uprights 2x6-inch studs 12 feet long are used. One-half inch rods are used to hold the cribs together. These rods are placed 6 feet from the floor so as not to strike the heads of the shovellers, the rods are placed about 4 feet apart. Do not bore a hole thru the stud, but have the rod go thru a 2x4 placed lengthwise around crib the height of the rods. Planks 2x6 inches and 20 feet long placed 2½ feet apart are used for rafters. These are covered with No. 28 galvanized corrugated steel roofing. The sheets should lap, two corrugations at the sides and 4 inches at the end.

Openings should be left in each crib on the side next to the driveway, 4 feet wide every 12 feet. Make jambs of these openings similar to lattice blinds by cutting slots on an incline so boards can be put in as the crib is filled and taken out as the crib is emptied, without destroying a board. Have these openings extend from top to bottom of crib, except

ers, Chicago; B. A. Lockwood, Des Moines, Ia.; John Ross, Brookston, Ind.; D. Hunter, Hamburg, Ia.; Ed. McCue, Pittsburg, O. and E. L. McClurkin of Morning Sun, Ia.

It's an old saying that once in five years corn will sell at fifty cents a bushel. This is the fifth year.

The National Starch Co., which was recently organized, controls about thirty starch factories throughout the country. Besides a large number of minor companies the company includes the United Starch Co. and the United States Glucose Co. The company will issue \$4,000,000 of bonds, and is authorized to issue an additional \$4,000,000 to take up bonds of the constituent companies.

James A. Patten says of corn: When the price starts for 50 cents, it will be a hard matter to head it off. Nearly 500 cars a day are required for the ordinary trade demands, and we are getting less than half that amount. According to my theory, it is supply and demand that makes a market. The little advance that we are getting now is not even a fair sample of what we will get later on, unless the receipts pour in livelier than they are at the present time.







moral delinquency in this respect. It was not long, therefore, that an official, bolder than his conferees, with a surplus equipment, granted a secret rate to a favored elevator proprietor. Through the indiscreetness of a subordinate the fact was revealed, and an investigation by the interstate Commerce Commission followed, the result of which is so well known it need not be recalled.

The impotency of the law was disclosed, and each succeeding year the railroad corporations have become bolder in their violations.

The favored shippers alone have been benefitted, and the railroads and all other shippers have suffered, thus becoming enemies of the public, and foes to their own interests. They have also become the principal cause of all the various trusts and combines which have sprung into existence during the last decade, and these could not exist without the aid of railroad discriminations.

It is an indisputable fact that the enormous profits of the Standard Oil Company came from the railroad corporations. It has been clearly shown that Carnegie's remarkable showing of the

In conversation with some of our so-called representative men, it is astounding to find how exceedingly lax they are regarding the sanctity of the Interstate Commerce Law.

I wish here to call especial attention to the views expressed by two of the best recognized authorities on railroad matters, and which are so conclusive that any opposition to their arguments cannot be conscientiously maintained. First, that of Mr. Martin A. Knapp, Chairman Interstate Commerce Commission, and is an excerpt of his speech before the Chicago Conference of Trusts, held in our city last September, in which he says:

But as respects public transportation, which is not property at all, but a service, not a commodity, but a function or agency of government; we do want uniform charges—under like conditions—without preference or exception to any person. Rightly considered the tolls paid to the public carrier are in the nature of a tax, and the relations between the carrier and the public are not contract relations, save in a very limited sense and for special purposes. I do not procure transportation as the result of a bargain with the carrier, but in the exercise of my political rights. The right to that transportation is primary, indispensable and inalienable. The essential element of this right is equality. The privileges I enjoy as a citizen in this regard are precisely the same in every respect as those

Rates should be so fairly adjusted between shippers and between localities as to work no injustice. They ought to be so adjusted that the small shipper in the small town will have the same relative right and opportunity that the big shipper in a metropolitan city possesses. I believe the price of railroad charges should be as unfluctuating as the price of postage stamps. How would a Chicago or Kansas City merchant feel if his New York competitors were buying stamps at a lower price than he? How would interior merchants take it if it was generally understood that business houses in the cities located on the sea coast were obtaining lower import duties? Would they not be indignant and resent such a condition with all vigor and energy they could muster, and yet the price of postage stamps and the import duties of the country cut a very small figure in the commerce of our country, when compared with its transportation.

I believe that the railroads should be authorized by law to combine under proper supervision of the Interstate Commerce Commission, and I think this is more desirable and will bring more prosperity and satisfaction to the country at large than unrestricted competition. Unrestricted competition is sure to lower wages and beget inferior service.

One of the members of our Board of Trade, and president of a large elevator corporation—controlling all the grain on a certain railroad, stated that he considered he had the right to obtain the best rates possible on his shipments, and that if one road offered him, regardless of the

Galva, Iowa,

190

Sold to GALVA ELEVATOR CO.

Bushels of \_\_\_\_\_ at \_\_\_\_\_ Cents per bushel

to be delivered on or before \_\_\_\_\_

STAMP.

\_\_\_\_\_ 190 . All grain delivered exceeding the above amount shall be settled for at market price.

No. \_\_\_\_\_

Galva, Iowa,

190

Bought of \_\_\_\_\_

\_\_\_\_\_ Bus. of \_\_\_\_\_ at \_\_\_\_\_ cts. per bushel, to be delivered on or before \_\_\_\_\_

\_\_\_\_\_ 190 . All grain delivered exceeding the above amount shall be settled for at market price.

GALVA ELEVATOR CO.,

No. \_\_\_\_\_

Per \_\_\_\_\_

Form of Contract used in Iowa—See letter top page 158.

past year's business was largely due to the same cause. Through their granting concessions to a few favored ones, they are the direct means of concentrating the grain trade into the hands of elevator owners, and thereby driving out of business hundreds of competitors. By these practices the favored shipper is able to dictate prices indirectly to the farmers, and the inevitable result is to repress the value of farm products, and produces a blighting effect upon the prosperity of all business interests. The privilege of the producer is thereby restricted, and he is debarred from the competition of an open market, and must accept such prices as these combines may dictate.

I think, speaking conservatively, that the price of corn would average five cents per bushel more were these conditions eliminated from our market. Let some one with the time to spare estimate what this would mean to the farmer, and the benefits which would accrue to the general prosperity of the country. The railroad companies, therefore, are firstly, violating a federal law; secondly, they are putting aside the very essence of our constitution in granting equal rights to all; thirdly, they are robbing the farmer of a large revenue annually, and thus robbing the country at large; fourthly, they are robbing themselves.

possessed by any other citizen under like circumstances, and impairment of those privileges is a deprivation of like character and scarcely less serious than restraints upon my personal freedom or the denial of protection to my property. Therefore, whatever promotes stability and uniformity of charges by public carriers, whatever tends to secure equality of right in the use of transportation agencies, should be encouraged and promoted. Indeed, I go to the extent of saying that we cannot have that free and fair competition in the fields of production, which is the condition of industrial freedom, without methods and charges for public transportation which amount to a monopoly.

The other by Mr. Paul Morton, Third Vice-President of the A. T. & S. F. Railway, in his speech before the same convention, and in which he says:

The transportation of the country is a public service and a tax upon its inhabitants. None escapes from it. It is with many indirect and invisible, but even to a greater extent than a protective tariff, it is always with us. This tax should be levied with the greatest care and should neither favor the largest shipper nor the greatest city. The small shipper and infant industry and the village should have reasonable opportunity to grow. Even though it be of great consequence in the operation of a railroad whether it handles one thousand car loads of freight for one man, or one hundred men, it is the inherent right of the small shipper and the small village that they should be treated with justice. Certainly the railroads can better serve one hundred customers shipping ten cars each at tariff rates, than to serve the one thousand car man at a cut rate. There should be no injustice nor unreasonable discrimination in rates. Distribution is the handmaid of production, and the greatest prosperity will come from the most perfect stability in transportation charges.

published tariffs, a lower rate than another, he would most assuredly accept it, ignoring the law. This is only one of the many similar admissions by men who stand for the best in society, church and state.

As long as their own pockets are filled they care naught for the rights of their neighbor. Greed rules men today, not principle. The rights of the citizen are throttled. Law is defied and trampled upon, and a few are amassing millions upon millions annually, while our noble army of intelligent citizens are being crowded out of paths which lead to success. These monopolists are killing the ambition of our bright young men. There is no future for them other than in some subordinate capacity. Their learning, their genius, their aspirations count for little. The door of progress and fame is shut in their faces. They may become good and faithful serfs and help the monopolists—add to his millions; but all they can look forward to is a mere pittance.

To enlarge the powers of the Interstate Commerce Commission, and to enable the enforcement of the law, its originator has formulated an amendment, known as Senate Bill No. 1439. It has developed, however, that the railway corporations are vigorously opposing it, and are em-



playing every means in their power to kill it. The corporations and the trusts who depend upon these transportation companies for their existence are also arraigned against it, and very naturally desire that the Interstate Commerce Law shall remain in its present state of impotency and uselessness.

We need the strongest possible demonstration from the people of their demand for the passage of this bill. Every citizen should write to his Congressman and Senator urging speedy action regarding it. It is for the maintenance of the God-given rights of our American citizens, which are being taken from us by a worse usurper than ever heretofore existed.—John S. Carpenter, Chicago, Ill.

#### FORM OF GRAIN CONTRACT.

Grain Dealers Journal: I notice in the last Journal that Rufus Bullard asks for blank forms used by grain buyers in contracting for grain for future delivery by farmers. Herewith I give the form which has been used by an elevator firm at Galva, Ia. It will be noticed that this form provides that payment for all grain delivered above the amount contracted for shall be at market price. The contract is in two parts, one of which is torn off and given to the farmer, while the elevator keeps the stub, which is signed by the farmer and bears an internal revenue stamp. I. A. C. (See page 157.)

## GRAIN CARRIERS.

Owners of 225 canal boats have joined in the plan to combine the boats operating on the Erie Canal.

The Terre Haute & Wabash Valley Railroad is surveying the proposed line from Terre Haute to Merton, Ind.

The St. Louis, Oklahoma & Southern division of the St. Louis & San Francisco Railway was opened for business Sept. 1. Grain rates between Kansas City and Chicago are said to have been cut from the regular tariff of 12 cents down to 7 cents.

The transfer of the Fort Dodge & Omaha Railroad to the Illinois Central was recently completed. The road is 131 miles in length.

The Lansing & Northern Railway, recently incorporated, proposes to build from Lansing to St. Louis, Mich., via De Witt, St. Johns and Alma.

The contract for building the 91 miles of the Brainerd & Northern Minnesota from Bemidji to Big Fork, Minn., has been awarded, and 27 miles of the line will be completed this year.

The line of railroad from Mattoon to Peoria, Ill., hitherto operated by the Peoria, Decatur & Evansville Railroad Co., will be conducted by the Illinois Central Railroad Co., as agent, and together with the line from Mattoon, Ill., to Evansville, Ind., will be known as the Peoria division.

The plan of the Wallace Transportation Co. for the navigation of the Illinois & Michigan Canal embraces some novel features. A number of steel steamers will be built to carry package freight. The new boats will have twin screw propellers and sharp prows. If the venture is successful the promoters will extend their operations on the Illinois River down to St. Louis, Mo.

Edward A. Moseley, secretary of the Interstate Commerce Commission, says: The people of this country have been

gradually awakening to the enormity of the transportation abuses, which, in the absence of any effective legal restraint, are increasing yearly in number and working out with amazing rapidity a system of absolute industrial monopoly before which all independent business enterprises must succumb, under which all labor must plead for employment at any prescribed rates, and to which consumers throughout the land must pay constant tribute.

Lake grain rates are strong at 1½ cents on wheat, Chicago to Buffalo.

A railroad connecting Muscatine, Alledo, Monmouth, Canton and Avon, Ill., is projected by the business men of the towns.

The contract for building the entire line of the Illinois & Rock River Railway between Rockford and Morrison, Ill., will be let within a few weeks.

The Chicago, Milwaukee & St. Paul Railroad Co. has closed a contract with the St. Paul & Duluth Railroad for the use of the latter's line for 100 years.

The Illinois Central Railroad has made some changes in its general freight department. W. R. Rascom, first assistant general freight agent, Chicago, will have charge of grain and grain products.

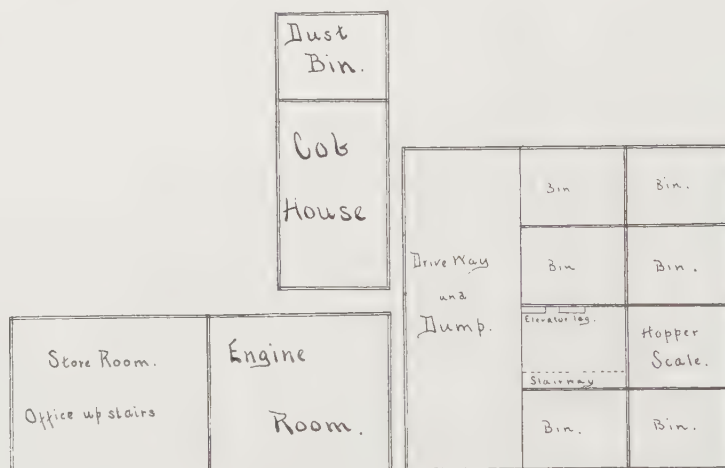
#### KEEP YOUR ENGINE CLEAN.

It is necessary to give all parts of an engine care and attention in order to have it develop its full power and run smooth and steady. A gasoline engine is no exception. A dealer in Indiana who operates his elevator with a gasoline engine was troubled with the engine not giving satisfaction, and upon careful examination found that the electric ignitor had become gummed, which prevented it from doing its duty. Since then this part as well as the rest of the engine is kept clean.

#### KYLE'S ELEVATOR AT SHENANDOAH, IOWA.

Iowa has many modern country elevators, and the grain men of the Hawkeye state, as a rule, are progressive, wide-awake business men, as is evidenced by the successful manner in which they carry on their business and bind themselves together in associations for their mutual benefit.

J. A. Kyle & Son's elevator at Shenandoah, Ia., which is on the C., B. & Q. R. R., is 18x28 with a lean-to 10 feet wide



Ground Plan—Kyle & Son's Buildings, Shenandoah, Iowa.

Edw. A. Moseley, secretary of the Interstate Commerce Commission, with offices at Washington, D. C., tells us that he will be more than pleased to render any assistance he can to all shippers who will ask it.

A meeting of trunk lines in Central Freight Association territory between Chicago and Buffalo, was held at New York, Sept. 6, to consider what could be done to hold up grain rates, which it is admitted are in the worst possible condition. One of the freight agents stated that the Michigan Central had made a contract for large grain shipments at a rate on grain to Philadelphia from Chicago of 8 cents a hundred. When the terminal charge of 3 cents to the Reading Railroad is deducted it leaves a thru rate from Chicago to Philadelphia of 5 cents a hundred. This is about the lowest rate that has ever been quoted. The demoralized condition of rates in this territory affects more or less rates from Buffalo, east and west.

Sir John Lawes, whose investigations of wheat growing in England, were the foundation of modern intensive agriculture, died Aug. 31 in London, aged 86 years.

that is used for the driveway and contains the dump.

The building which contains the office and engine room is of brick two stories high, detached from the elevator. Half of the first floor nearest the elevator is used for the engine room, and the other half for a work shop and store room for tools. The second floor is used for the office.

The wagon scale is located outside at the end of the office. The scale beam is so arranged in the office as to be on a level with a man on a wagon; this enables the farmer to see his grain weighed.

The line cut shown herewith gives the ground plan of the different buildings, while the half-tone cut gives a very good representation of the building.

The elevator proper contains six large bins, each of which will hold about 1,050 bushels, and a hopper scale, the beam of which is located on the main floor. Grain is loaded direct to cars from the hopper scale.

A Victor Corn Sheller is located in the basement, while in the cupola are placed a Barnard Corn Cleaner and a Dickey Overblast Grain Cleaner. A No. 8 Bowsher Feed Mill is located on the main floor directly under the hopper



scale. This permits the spouting ground feed direct from the feed mill to the farmer's wagon. Kyle & Son find that their feed mill is as profitable investment as any part of their business. They grind corn for cattle feeders who are located near the town as well as supplying others. This part of the business is especially active during the winter and spring.

Though located in a corn district, a 15-h. p. Fairbanks-Morse Gasoline Engine is used and the cobs sold. During the course of the year more than enough cobs are sold to run two gasoline engines. The cob house and dust bin are in a separate building.

The handling capacity of the elevator is 10,000 to 12,000 bushels per day, with a storage capacity of 7,000 bushels.

Kyle & Son also deal in hay and straw, and have a large hay warehouse at the rear of the elevator, as is shown.

This firm believes in advertising, for it has large signs on the elevator and hay warehouse, which can be seen for some distance.

for last ten years. Conditions in Missouri, Kansas and Texas are 18, 32 and 26 points above respective ten years average. On other hand Illinois and Iowa are 1, Wisconsin 6, Nebraska and Washington 7, Pennsylvania 15, California 18, Minnesota 24, South Dakota and Oregon 26, Michigan 43, Indiana 49, North Dakota 57 and Ohio 60 points below their respective ten year averages.

Average condition of oats when harvested was 82.9, against 85 on Aug. 1, 1900, 87.2 on Sept. 1, 1899, 79 at same date in 1898, and 79.8, the mean of September averages for last ten years. Since Aug. 1 there has been a decline of 1 point in New York, Pennsylvania, and Illinois, 3 points in Iowa and Missouri, 4 points in Michigan and 16 points in Nebraska. On other hand there has been an improvement of 1 point in Wisconsin and Kansas and 4 points in Minnesota, with no appreciable change in Ohio and Indiana. Of states having one million acres or upwards in oats New York reports 2, Pennsylvania 3, Nebraska 8, Wisconsin 9, and

Average condition of buckwheat on Sept. 1 was 80.5, as compared with 87.9 on Aug. 1, 1900, 75.2 on Sept. 1, 1899, 88.8 at same date in 1898 and 88.3 the mean of September averages for last ten years. In New York and Pennsylvania which together produce about five-sevenths of the entire crop, there was a decline of 11 points and 5 points respectively during August.

#### NASH-WRIGHT CO. EXONERATED.

The Committee of the Chicago Board of Trade reported in our last number to have been appointed to investigate the charges of dishonesty made by G. Roy Bullen against Nash-Wright Co. have, after carefully investigating each charge, fully exonerated the firm, and its report has been accepted by the Board of Directors.

The outcome was no surprise to the trade, in fact the action of Mr. Nash in demanding an investigation of the charges as soon as made, and the public expressions of confidence in the honesty and integrity of the defendant made by the very parties said to have suffered by the wrong-doing charged, foretold the only possible outcome of the investigation.

President Warren, of the Board of Trade, appointed E. S. Adams, W. Gregson and C. W. Buckley a committee to investigate the charges. The following is from the committee's report:

Chicago, Sept. 4, 1900.

To the Board of Directors of the Board of Trade of the City of Chicago.

Gentlemen:  
Your committee, appointed under the provisions of Section 18 of Rule IV of the Rules of the Board of Trade of the City of Chicago to proceed to a preliminary or informal investigation regarding certain rumors or reports against the corporation of Nash-Wright Co. and derogatory to the good name and dignity of this association, hereby respectfully reports the following:

Your committee begs to state that it has examined twelve witnesses concerning this case and has probed most carefully some fifty or more charges. The Nash-Wright Co. has given the committee every possible assistance in running down the charges, giving the committee every access to its office, papers, cards and books covering these transactions.

With all the testimony your committee finds the Nash-Wright Co. innocent of all charges made against them for dishonesty in over-charging Bullen's customers.

When the irregularities were discovered the Nash-Wright Co. was the first to complain to the Silver Flake Cereal Co. On the contrary Mr. Bullen makes a statement that he knew of the irregularities six months back and he failed to notify his people to that effect.

Any reputable house in the trade is liable to have trouble from irregularities by a dishonest clerk, and we can see no reason why the firm should be held responsible where it is clearly proven that they were absolutely ignorant of the situation.

The Nash-Wright Co. has been in existence some twenty-five years; has always borne the highest reputation, and we find nothing in the foregoing transactions to impair their standing.

Respectfully,

(Signed)

EDWARD S. ADAMS, Chairman.  
WILLIAM L. GREGSON,  
C. W. BUCKLEY.

Manila hemp is reported to have risen in price at Berlin about 50 per cent. In America the price has been declining for months from the high point caused by the Philippine war.

The cutting off of quotations from bucket shops is not having the effect in increasing the trade on the Chicago Board that was anticipated. The speculative trade on the Chicago Board is very dull, in fact only a fraction of what it was during July before the quotations were cut off.



Kyle & Son's Elevator at Shenandoah, Ia.

#### GOVERNMENT CROP REPORT.

John Hyde, statistician of the Department of Agriculture, in his report, issued Sept. 10, states average condition of corn on Sept. 1 was 80.6. There was a decline during August amounting to 6.9 points, and condition first of present month was 4.6 points lower than on Sept. 1, 1899, 3.5 points lower than at corresponding date in 1898, and 1 point below mean of September averages for last ten years. Decline during month of August amounted to 1 point in Iowa and Texas, 2 in Illinois and Kentucky, 3 in Ohio, 10 in Tennessee, 12 in Nebraska, 15 in Pennsylvania and Missouri, 16 in Kansas.

Notwithstanding general decline several important corn states still report condition considerably above their respective ten year averages, such excess amounting to 12 points in Illinois, 14 in Ohio, 15 in Indiana and 25 in Iowa. On the other hand Pennsylvania, Tennessee, Kansas and Texas report 9, 10, 19, 15 and 8 points below their respective 10 year averages.

Condition at harvest of winter and spring wheat combined was 69.6, against 70.9 on Sept. 1, 1899, 86.7 same date 1898, and 80.9 the mean of September averages

Minnesota 26 points below their respective ten year averages; while Iowa reports 6, Ohio 10, Indiana 12, Illinois 19, and Kansas 24 points above their respective 10 year averages.

Average condition of barley when harvested was 70.7, against 71.6 on Aug. 1, 1900, 86.7 on Sept. 1, 1899, 79.2 at corresponding date in 1898, and 83.9 the mean of September averages for last ten years. Since August 1 condition of barley has improved 1 point in New York and Minnesota, 2 points in Wisconsin, and 3 in South Dakota. It has declined 1 point in North Dakota, Iowa, and Kansas, and 3 points in California. In New York and Iowa condition at harvest corresponds with ten year averages, in Kansas it was 11 points above such averages and in California, Wisconsin, South Dakota, Minnesota and North Dakota it was 10, 14, 17, 26 and 59 points below.

Condition at harvest of winter and spring rye combined was 84.2, against 82 on Sept. 1, 1899, 89.4 at same date in 1898 and 86.5 the mean of September averages for ten years. Kansas is the only state having one hundred thousand acres or upwards in rye reporting condition exceeding its ten year average.



## SEEDS.

S. E. D. Wolie, Marion, O., Sept. 1: Very light crop of clover.

Taylor & Angel, Evansville, Ind., Sept. 3: Clover seed crop short.

C. Brechbill, Culbertson, Pa., Sept. 4: Clover seed a complete failure.

W. E. Hurd, Logansport, Ind., Sept. 3: Clover seed not over 10 per cent of a crop.

The Ohio clover seed crop in 1899 was 350,000 bushels, while in 1897 it was 1,032,000 bushels.

The Northern Indiana Seed Co. has been incorporated at Valparaiso, Ind., with \$2,000 capital stock, by E. E. Shedd, E. B. Shedd, and H. J. Schenck.

When seed is shipped to Toledo, O., to be sold, the charges for handling amount to about 6 cents per bushel. The weighing and inspection is 4 cents per bag; cartage 1½ cents per bag; commission 10 cents per bag.

The Whitney-Eckstein Seed Co., Buffalo, N. Y., has the most modern seed cleaning plant in New York State and carry a very large stock in all field seeds. This firm has exceptional shipping facilities at Buffalo, which enables it to fill all orders promptly.

C. B. Lennon & Co., seed merchants of Decorah, Ia., have completed their new elevator. The building was erected by Younglove, Boggess & Co., and the equipment is very well adapted to their business, including a seed cleaner, modern scales and a 6-h. p. Fairbanks-Morse Gasoline Engine.

Clover seed at Toledo is all handled by the bushel of 60 pounds. Some shippers have an idea it is sold for so much per hundred pounds, but it is not. The bags are sold with the seed, 14 cents being allowed for American and 16 cents for Stark. Other brands at market prices. Mr. Wallace, the seed inspector, taps every bag of seed in several places. Where the seed grades below Prime he furnishes an average sample, and that is what we sell by. J. F. Zahm & Co.

A. J. Pieters, of the Department of Agriculture, says: The clover belt of Europe corresponds in climate somewhat to Minnesota, Wisconsin and sections of the United States much cooler than that of Mason and Dixon's line and our plots clearly showed during the recent hot spell in Washington that German clover is not adapted to this part of the United States. Its leaves become dry and brown, although it was in moist soil, whereas the American clover beside it stood green and vigorous. I think, however, German clover may be a very valuable forage plant in our cooler sections, as its leaf growth is very thick and compact.

A Stettin, Germany, seed dealer, wrote C. A. King & Co., Aug. 17: Reports from the majority of European producing countries are until now stating the probability of very short crops of red clover seed. The French crop is said to be a complete failure. Italy is the only country where a tolerably average crop is expected. In Northern Germany we were accustomed in common years to import large quantities of red clover from France; this will now be impossible, and I am sure you will get good large orders from that country, in addition to the orders from your other European customers. In the absence of stocks of old European red, and as that of old

American on this side are unusually small, Germany will probably require more considerable supplies from your country than last year.

### DIFFERENCES IN GASOLINE ENGINES.

(From a paper by John Wilkes read before the Engineering Association of the South.)

The points of difference are the method of making the mixture of the air and gas, or the measuring of the gasoline, mechanism for operating the various valves, method of ignition, style of cylinder (vertical or horizontal), etc.

As between vertical and horizontal cylinders, it might be said that the arguments for one or the other are pretty much the same as in the case of the steam engine. Vertical cylinders require less floor space, have less drag and wear by the piston on the bottom side of the cylinder, and apparently adapt themselves more readily to multicylinder construction. There seems to be a tendency toward this as a type of American construction. However, many good makes of American engines—in fact, probably the majority—employ the horizontal cylinder.

The valves of gasoline engines are now nearly always made of the poppet type. The mechanism for operating them is of the most varied kind—spiral gears, bevel gears, eccentrics, push rods, spur gears, bell-crank levers, etc. The writer's preference is for a side shaft driven by spiral gears and operating everything—governor, inlet valve, exhaust valve, sparker, etc. This seems to be the simplest and neatest construction.

Mixing chamber and inlet valve are sometimes cast integral with the cylinder, sometimes bolted on. They often present a cumbersome, awkward appearance, are in the way if the engine is to be moved about, and are so placed that they offer great temptation to the men moving the engine to take hold of them in lifting the engine, with the result that they are broken off. The same is true as to many of the other parts of the engine, which are often made too small and delicate, stand out too far from the body of the engine, and are admirably adapted to take the weight of the whole engine—until they break off.

Gasoline may be fed by a pump feed or gravity feed. For very small engines the latter is preferable as being simpler. On large engines the pump feed is safer as regards fire, as the gasoline tank may then be outside the building, and there is no danger of the gasoline flooding.

Ignition is produced usually either by a hot tube or an electric spark; the former is the favorite method in England, and the latter usually in this country. If an electric spark is used, it may be produced by a battery, such as the Edison-Lalande, and a spark coil, or by a small dynamo made for the purpose and driven by the engine itself. The difficulty about the latter is that when the engine is not running the dynamo is "dead," so there is the difficulty of starting; and, if a battery must be used then, it is less bother to have a battery that can be used all the time. Besides this, if the engine has work to do in which the load is thrown on and off suddenly and the load is nearly or quite up to the capacity of the engine, there is a momentary slowing up of the speed of the engine when the load is thrown on, and this causes a diminution of the speed of the dynamo so that it will not furnish current enough to make a spark; the result is that the engine misses an explosion, causing further loss of speed, which decreases the current

from the dynamo and so on until the engine stops. If electric ignition is used, it is best to have the sparking points or electrodes of platinum, or rather an alloy of platinum and iridium.

The arrangement of the means for bringing the points together and separating them is important. The points should come squarely together, without chance of missing, and the adjustment of them should not be long, tedious and difficult. The electrodes should be simple and the platinum points easily applied and also (as the scrap is very valuable), easily removed. If the design is such that platinum wire can be used to make the points, it would seem to be an advantage, as a short piece of the wire could be kept on hand and enough to make a point cut off as needed from time to time.

### COBS.

The resources of the farmers of India have been severely crippled by the loss of farm animals. The famine in the Bombay presidency has reduced the number of bulls and bullocks 75 per cent, compared with 1898-9.

Crude petroleum as it comes from the ground is much cheaper per gallon than refined gasoline, and an explosive engine using the former fuel should be vastly more economical. Such an engine has been installed at Ogden, Utah, by the Southern Pacific Railway, to burn crude California petroleum. It is a 36-h. p. Diesel Motor.

A shipper who promised to deliver grain on a certain date, delayed doing so. His excuse to the buyer for the non-arrival of the cars was that the railroad was holding back the shipment, on account of congested traffic. However, when the bills of lading came to hand their date and the date of cancellation of the revenue stamps did not coincide, and gave away the shipper's little fib.

Cutting wheat before fully ripe causes a heavy loss in weight. Tests made this season by Dr. Charles Lowndes of Sunnyside, O., with three samples, one in the milky state, one in the doughy state, and one when fully ripe, show a loss of 15 per cent in weight when harvesting wheat in the doughy state. Five heads were selected, each having the same number of bars, and grains in each bar. No. 1 weighed 68 grains, No. 2, 65 grains, and No. 3, 74 grains.

A bushel of flaxseed, 56 pounds, is converted by the manufacturing process into about 30 per cent of oil and 70 per cent of oil cake. Nearly all of the oil cake is exported. The importance of flaxseed as an article of export from the United States depends largely upon the exports of the products derived from it, especially of oil cake. The exports of oil are comparatively unimportant. During the five years from 1895 to 1899 our exports of oil cake increased steadily from 243,936,000 pounds to 487,177,000 pounds.

Neither the Liverpool nor the Chicago market controls the price of wheat. While Chicago cannot fall below a shipping basis with Liverpool, it can rise above it. On the other hand, Liverpool cannot rise above a shipping basis with Chicago, but can fall below it. After getting well out of line the two markets fluctuate independently. While on a shipping basis a rise at Liverpool immediately affects the Chicago quotation. A decline at Liverpool is felt simultaneously at Chicago, either in a fall in price, or a halt in export orders.



## BOATS TIED UP BY ROCKEFELLER.

The engraving given herewith, for which we are indebted to the Commercial Record of Duluth, represents a fleet of nine whaleback vessels that have floated at anchor in the lower bay of Duluth harbor since early in June.

Another fleet lies in the upper bay, and at the West Superior shipyard is the Van Hise, completed in June but never used. At other lake ports are many other steamers and barges out of commission, bringing the total up to forty-five boats of all classes.

John D. Rockefeller controls the idle boats, either by ownership or by season charter. These boats carry 200,000 tons during a single trip or 5,000,000 tons during a season. The cost of letting them lie idle during the season is about \$1,000,000 in interest, depreciation, etc. Aside from the loss to Rockefeller, a heavy burden has been laid on the grain carrying trade of the lakes by reason of the higher rates that ruled thru the greater part of the season on account of the withdrawal of so many craft from competition. The

freight offered to keep his boats busy at this high rate Rockefeller tied up the whalebacks at various ports, discharging their crews. Individual vessel owners, however, continued to seek cargoes and gradually worked the rate on grain down to comparatively low figures before the season was half over. But Rockefeller's millions prevailed, and late in the season the Carnegie Company succumbed to his terms.

## SUITS AND DECISIONS

E. S. Kneeland has brot suit at Fargo, N. D., against the Great Western Elevator Co., of Duluth, Minn., alleging that on account of dockage he did not receive proper credit for shipments of wheat. The suit is to recover the difference.

H. Newton Christy, grain dealer of Cincinnati, O., has brot suit against the Cincinnati Elevator Co., to recover \$5,-\$56. It is alleged that the elevator company contracted to elevate his grain, but

entire stock, fixtures, goodwill and business, is held to be outside the scope of the consignee's authority, and insufficient to pass title, even to an innocent purchaser. *Romeo vs. Martucci* (Conn.) L. R. A. 601.

In Virginia it has been decided that a railroad company which uses the cars owned and prepared for use by a refrigerator company for the transportation of fruits consigned to it by shippers, is under the same obligations, as to shippers, to care for the fruit, as it would have been had the refrigerator cars belonged to it. This case is reported in 35 S. E. 444.

In a Minnesota case, reported in 82 N. W. 634, it has been decided that where certain persons place grain in a warehouse and receive tickets therefor, but it is not contemplated that the wheat represented by the tickets is to become the property of another until a price is agreed on and paid, as between the depositors and the owners of the warehouse, the transaction is a bailment and not a sale.

Lucius P. Dolliff of Echo, Minn., has brot suit against Robbins & Warner, grain dealers of Minneapolis, to recover



Fleet of Idle Whalebacks. West Superior, Wis.

loss to grain shippers is difficult to calculate with any degree of accuracy; but will exceed \$1,000,000.

John D. Rockefeller has amassed great wealth in the oil industry. Years ago he loaned a large sum to his brother William and others, who were promoting an iron mining venture in the Lake Superior region. They became financially involved, Rockefeller confiscated their security, and William is suing John for the return of the property.

Thru this deal Rockefeller became interested in mines, found it desirable to build his own boats for ore transportation, and became a power in the lake carrying trade. He contracted with the Carnegie Company for the movement of ore at the "season rate" for a period of years. This season the Carnegie Company had an enormous quantity of ore to move, and John conceived the plan of forcing the season rate very high and thereby greatly enhancing his profits. Last fall and winter his manager of lake vessels at Cleveland proceed to charter all boats at \$1.25 per ton on ore from Lake Superior, and this became the going rate early in the season. There not being sufficient

in June refused longer to do so, whereby his business had to be abandoned.

An exception of dealers in grain, live stock and dressed meats from a statute requiring commission merchants in cities to be licensed, is constitutional and does not constitute an arbitrary discrimination, sifice the classification is a natural one. *Lasher vs. People* (Ill.) 47 L. R. A. 802.

It is no defense to a suit for damages for the breach of a contract made by a bill of lading to transport goods by a particular vessel that the carrier afterwards forwarded the goods by another vessel without additional cost or risk to the shipper. *The Protection*, 102 Fed. Rep. (U. S.) 516.

Where goods were consigned to a factor for sale with no special instructions it was his duty to sell within a reasonable time, and evidence of long delay in selling, with a constantly falling market, was properly submitted to the jury on the question of his good faith and reasonable diligence. 80 Mo. App. 449.

Sale of goods received on consignment, when made on the same day the goods were received, as part of the sale of the

\$3,017 for the alleged misappropriation of 4,000 bushels of wheat stored in elevators at Bellevue and Echo, controlled by Robbins & Warner. A similar action against the same firm has been brot by F. Carnal of Goodhue County, on account of 1,800 bushels of oats. Both allege their warehouse receipts were not honored when presented.

## IT'S DOLLAR WHEAT.

Tama Jim's our Sekretary;  
There ain't no man can fool him—nary.  
An' Tama James he sez, sez he:  
"It's dollar wheat we're goin' to see.  
I've figgered here, an' figgered roun'  
An' added up,—subtracted down,—  
An' had the boys all figgerin', too,  
An' dollar wheat is surely due.  
I've felt it in my bones that way—  
I'll talk it—up to 'lection day.  
Right here and now I'll make a bet  
That dollar wheat is what we'll get."  
So, feller farmers, hold yer wheat,  
Fer Tama James is hard to beat;  
Jest hold on an' watch her soar  
Probably a dollar an' more,  
If she goes sky-hoopin' higher—  
Tama Jim is my desire—  
Jest as soon as she has went  
Let's make Tama President.  
Ain't no man can fool him—nary—  
Tama Jim, our Sekretary.

—From Northwestern Miller.



# GRAIN TRADE NEWS.

## CANADA.

An elevator has been built at McTavish, Man., by the Ogilvie Milling Co.

The Genboro, Man., Farmers Elevator Co. has given notice that it will discontinue business.

The elevator and mill at Wolseley, Assa., were burned recently, with considerable wheat. Loss, \$20,000; partly insured.

D. E. Fraser, Methven, Man., Aug. 21: Crops of wheat will yield about eight bushels per acre in Methven district, which is greatly below the average yield of previous years.

The new 35,000-bushel elevator of the Northern Elevator Co. at Margaret, Man., has been completed. The company has built other houses this season at High Bluff, Hargrave, Marquette and Fairfax.

C. C. Castle, warehouse commissioner for Manitoba, states that he has issued 300 licenses for elevators and grain houses in compliance with the new law requiring bonds. Mr. Castle will next devote his attention to the grain commission merchants. All will be asked to give bonds to guarantee their financial responsibility. Will drafts against shipments be honored after bonds are filed? The law makers have much to learn about the grain business.

## CHICAGO.

The contract stock of corn at Chicago is smaller than ever.

The Eagle Brewing Co. has been incorporated at Chicago with \$30,000 capital.

M. M. Freeman of M. M. Freeman & Co. has been elected president of the Hay Receivers Association.

The Chicago Railway Terminal Elevator Co. is whitewashing the City Elevator, and is painting the Iowa and the Union Elevators.

The ejection of the Western Union and the Postal Telegraph Companies from their offices on the floor of the Board of Trade is proposed.

Charles J. Gilbert, for many years a member of the Board of Trade, and a prominent resident of Evanston, died Sept. 7, from the effects of a fall.

Vesselmen claim that the action of the city authorities in bringing suit against them for damage done to bridges is driving away boats from Chicago and effecting a rise in rates.

The St. Paul and Fulton Elevators have been made regular, thus adding 1,300,000 bushels to the regular warehouse capacity. The houses are located on the C., M. & St. P. Railway.

David H. Baker, for many years a member of the Chicago Board of Trade, died Aug. 29, aged 70 years. He was born in Pennsylvania, went to California in '49 and to Chicago in 1857. He retired from the grain trade 12 years ago.

Grain receipts at Chicago for the week ending Sept. 8 included 2,307,000 bushels of wheat, 1,785,000 of corn, 3,308,000 of oats, 43,150 of rye and 237,000 of barley. The shipments were: Wheat, 1,585,000; corn, 1,381,000; oats, 1,765,000; rye, 26,900; and barley, 43,700 bushels.

Armour & Co., on Sept. 4, contracted for vessel tonnage to take 1,000,000 bushels of wheat out of Chicago. On the same day the firm arranged for the shipment of 500,000 bushels of corn and oats. The claim of vesselmen that Chicago is losing its grain trade is given the lie by actual facts.

Edward Bradbury, an Open Board broker, has been arrested on the charge of swindling children out of money to be invested in wheat. Girls employed in department stores had deposited \$5 each with him as margins. When they asked for an accounting he told the poor innocents that the price had gone down and they had lost their money.

The Board of Trade proposes to give the new telegraph company its quotations and other market news for a period of 10 years. The company desires exclusive privileges of the market quotations and information and the exclusive use of the exchange floor for 25 years, and agrees to pay the Board \$2 per month for each subscriber for the continuous quotations and 75 cents for the 15-minute quotations.

The machinery equipment of the new Baltimore & Ohio Elevator at Chicago will be unusually large for a house of 500,000 bushels capacity. No less than 14 stands of elevators are provided, 4 for receiving, 3 for shipping and 7 for cleaning. Six No. 9 Monitor Oat Clippers will give a capacity of 100 cars per day. The unloading and cleaning capacity will be 200 cars. The foundation is being laid, but the large building will not be completed until Dec. 1.

Rail receipts of grain at Chicago for the eight months ending with August aggregated 171,102 cars, or 8 per cent less than for the corresponding period of 1899. The loss in the grain traffic in August from last year was 163 cars, and from 1898 it was 18.8 per cent, or 6,227 cars. The decrease from 1897 was striking, 30,477 cars, or 53.4 per cent. Only three roads delivered more than last year. The Alton and Atchison had the best traffic since 1897, the Alton delivering 2,293 cars, a gain of 374 cars over last year. The Chicago Great Western had little of the wheat traffic from Kansas City to Chicago, as the Alton and Atchison captured the lion's share of it.

## ILLINOIS.

A grain elevator is to be built at Carman, Ill.

The Ennes-West Co. is building an elevator at Tampico, Ill.

N. M. Holmes, grain dealer at Cooksville, Ill., is putting in a new cleaner.

The office of William J. Roller, grain dealer at Newman, Ill., on Aug. 30 was burned.

Storms & Smith, Carmi, Ill., have changed the style of firm name to Storms, Smith & Co.

Readers will confer a favor by sending notices of new firms, new elevators and business changes.

James Shields, of Benson, Ill., is building an addition to his elevator in which to store oats.

The St. Louis Milling Co., Carlinville,

Ill., informs us that it contemplates building many corn cribs this fall.

C. Van Gerpen & Co., of Hartsburg, Ill., will remodel their elevator and increase its capacity to 30,000 bushels.

W. H. Sutherland, of Sutherland & Schultz, Astoria, Ill., has retired from the grain business at that place and removed to Cairo.

W. D. Jones, of Mattoon, Ill., will probably put in a new sheller this fall and make a few changes about his elevator at Jones' Switch.

Fire at Newman, Ill., Aug. 30 destroyed a quantity of broom corn owned by the trust and stored in the warehouse of Duncan & Tarbox, of Arcola.

J. E. Hawthorne, of Cookesville, Ill., has made some improvements at his elevator. He has put in a car loader, machinery, new leg and belting.

Ball & Twist, grain dealers of Toluca, Ill., have lately added to their store room about 30,000 bushels more capacity. The two elevators at that point do quite a large business in oats and corn.

Derrough & Rising, of Mahomet, Ill., write that business is good, and that prospects Sept. 6 were for the largest and best corn crop ever raised in that section of the country. The quality is excellent.

Frank Heaton, of Thornsbrew & Heaton, who recently bot the elevator of S. W. Smiley, at West Ridge, Ill., has sold his interest to Mr. Thornsbrew, who will remove his family to West Ridge and conduct the business alone.

La Rose Grain Co., La Rose, Ill.: There is considerable old corn yet in this section, which will move after threshing. Oats are a good crop here, and are coming in nice, with the exception of a few white oats that got rained on late.

The Cleveland Grain Co.'s new storage warehouse at Sheldon, Ill., will be used in connection with the transfer elevator. The building, which will be 152 x 48 x 68 feet, with 400,000 bushels capacity, is being erected by John S. Metcalf Co., Chicago.

The executive committee, legislative committee and the officers of the Illinois Grain Dealers Association met at Decatur today to consider ways and means of carrying out work contemplated and for the planning of new work of importance.

Percy B. Sullivan, who organized the "Grain Dealers Club" at Chicago, to place "cheap" insurance on elevators, and who has been serving a term in the Jacksboro, Tenn., jail for frauds in connection therewith, escaped last month, and has not been recaptured.

J. E. Scanling, of Newman, Ill., is an irregular dealer and a very bad disturber. He has nothing but a scale there on which he weighs, and not only buys at Newman, but at stations on either side and invariably puts up prices above what should be paid.

Horner & Co., of Hume, Ill., have recently purchased the crib room at that station of Bartlett, Kuhn & Co., amounting to 13,000 bushels, and are putting in a No. 3 Marseilles Cleaner with a capacity for 1,400 bushels per hour, replacing a No. 2 of the same make.

Frank L. Ream, of Lostant, Ill., has recently bot the Schlosser Elevator at Panola, Ill. Arthur A. White, of Lostant, has been engaged by Mr. Ream as local manager for the plant at Panola. Mr. Ream is also operating another plant at Tower Hill, Ill., with H. C. Vollmer as manager.

The La Rose Grain Co., of La Rose, Ill., informs us that W. W. Sale, Grainry, Ill., contemplates making some changes



in his elevator at that point. Mr. Sale has been at Grainry for over a year, and has built up quite a trade. Grainry is in a wheat country, and Mr. Sale has shipped several cars of wheat already this season.

Government weekly crop report, Sept. 4: Illinois—Good growing week; light showers over most of the state, tho still very dry in places; plowing and threshing in progress; corn maturing rapidly; cutting begun in some localities; big crop in northern and most of central districts; short crop in south; conditions generally improved by rain.

The railroad and warehouse commission at a hearing recently ordered the Galesburg & Great Eastern R. R. to make connections with the switch that passes the John West & Co.'s elevator at Victoria, Ill. The switch is being laid and the elevator will soon begin operations. Even a railroad cannot always down a grain dealer.

T. I. Bachus, of Orion, Ill., has completed an elevator at Taylor Ride, Ill., for William Crawford. The building is 36 x 36 feet and 40 feet to the plate, with driveway next the track. The bins all are hopped and four of the loading bins are over the driveway. A Fairbanks-Morse Gasoline Engine of 6-h. p. drives the machinery equipment, which is very complete.

W. D. Jones, Mattoon, Ill., Sept. 3: Indian corn will be a good crop and is beginning to show signs of ripening; broom-corn nearly all harvested and generally in damaged condition; part of oats crop threshed and put into market in good condition, but the greater part of the crop was damaged so that a good general crop will not be realized by the farmers or the trade.

The Ennes-West Co., Walnut, Ill., is building an elevator of 140,000 bushels capacity on the site of the one recently burned. A 20-h. p. Webster Gas Engine will be installed and two stands of elevators, using buckets 6 x 14 and 6 x 16. It is modern in every respect and when completed it will be one of the finest elevators on the Burlington. Shellers and other machinery will be installed later.

Frank L. Ream informs us that he has sold a half interest in his elevator building and equipment at Lostant, Ill., to Robert Kelso, who will be local manager at that point, a position which he is thoroughly competent to fill, having many acquaintances in the territory tributary to this station. Mr. Kelso is upright and reliable, and has the fullest confidence of a wide circle of friends, and we predict for him a prosperous career.

Receipts at Peoria, Ill., during August, as compiled by R. C. Grier, secretary of the Peoria Board of Trade, consisted of 68,800 bushels of wheat, 1,304,800 of corn, 1,808,000 of oats, 13,900 of rye, 22,000 of barley and 3,440 tons of hay; compared with wheat, 29,600 bushels; corn, 1,281,200; oats, 1,453,200; rye, 6,600; barley, 27,700, and hay, 3,030 tons, during August, 1899. The shipments during the month were: Wheat, 34,600 bushels; corn, 66,900; oats, 1,502,900; rye, 6,700; barley, 14,900, and hay, 450 tons; compared with wheat, 3,900 bushels; corn, 284,700; oats, 1,177,600; rye, 3,000; barley, 15,700, and hay, 120 tons, during August, 1899.

## INDIANA.

An elevator is projected at Rosedale, Ind.

W. J. Mercer is the only regular dealer at Mount Summit, Ind.

John Wilson is no longer in the grain business at Barnard, Ind.

The elevator at Wellsboro, Ind., has been leased by S. S. Bosserman.

McCormick Bros., of Burrows, Ind., have sold their grain business.

Henry Silver, of Huntington, Ind., will put up an elevator if business keeps up.

Beaty & Doan, Ossian, Ind., Sept. 3: Oats crop good; corn crop will be large.

A. J. Ralph, Dana, Ind., Sept. 2: Corn crop good, oats threshed, some in bad condition.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

Stinson & Payne are attempting to conduct a scoop shovel grain business at New Castle, Ind.

J. W. Thomason, of Chatterton Grain Co., Chatterton, Ind., Sept. 3: Corn is looking good; fair crop of oats.

The annual meeting of the Grain Dealers National Association will be held at Indianapolis, Ind., Nov. 20 and 21.

Thru J. F. Pearson, of Terhune, Ind., we learn that Bassett & Co. have just finished repairing their house at Kirklin.

The Reliance Mfg. Co., of Indianapolis, has recently sold C. E. Bash, of Huntington, Ind., a No. 7 Reliance Corn Cleaner.

Taylor & Peer, of Dana, Ind., who have been scoop shovelers, have built a dump, and shell and load with a portable sheller.

W. E. Hurd, of Logansport, informs us that an elevator has been built and opened at New Waverly, Ind., by D. H. Maxwell.

J. J. Doan & Co. have discontinued the grain business at Amo, Ind. The Amo Milling Co. has engaged in the business.

J. H. Stewart, Manson, Ind., Sept. 3: Will not be much wheat sown; corn damaged here about 10 bushels per acre by wind.

Beaty & Doan, of Ossian, Ind., informs us that they will put in a grain cleaner, besides improving and enlarging their elevator.

Isaac R. Kennard, grain dealer at Moran, Ind., informs us that he expects to make some repairs and additions to his elevator.

The grain elevator of J. R. Dietrich, at Bremen, Ind., was recently partly unroofed by a tornado, and moved from its foundation.

E. A. Gray, of Argos, Ind., informs us that he expects to rebuild his burned elevator on the L. E. & W. this winter or next spring.

J. F. Pearson, Terhune, Ind., Sept. 5: Wheat crop here was poor; corn acreage large, crop good and about out of the way of frost.

W. D. Foresman's elevator at Foresman, Ind., was struck by lightning recently and burned to the ground with 500 bushels of oats.

J. F. Pearson, of Terhune, Ind., has repaired his elevator. He has put in a Fairbanks Hopper Scale and a B. S. Constant Chain Feed.

C. C. Kirk has bot the interest of E. H. Wolcott in the grain elevator at Seaford, Ind. The other interest is held by Schladerman Bros.

M. E. Harris, Cowan, Ind., Sept. 6: Old corn gone, no wheat to ship; growing corn is all right, biggest crop I ever saw; safe now from frost.

For the first time in the history of Carroll County, Ind., the grain dealers are not quoting a price on wheat. There is none in the county for sale.

Lewis & Fatic are regular dealers at Markleville, Ind. It is said scoop shovelers will attempt to handle grain at Emporia, a station 2 miles north.

S. A. Miller, Mulberry, Ind., writes: When we get a grain elevator on every crossroad in this county the grain business ought to take on a boom.

M. Price & Sons, Crawfordsville, Ind., Sept. 6: We never had a better prospect for a corn crop, and the oats crop was the largest this county ever had.

The Cleveland Grain Co., at Raub, Ind., has purchased a Pioneer Portable Elevator and Wagon Dump to use in filling its outside cribs and oats granaries.

The Board of Managers of the Eastern Indiana Division of the Grain Dealers' National Association will meet in Muncie, Tuesday Sept. 11, at 1 p. m.

Amo Milling Co., Amo, Ind., Sept. 3: Wheat an entire failure this yer. Corn very good, above the average. Oats are all harvested; good quality, but very dirty.

"How can dealers expect the associations to settle their grievances and help them in a business way, if they do not pay their dues and help support the association?"

Martin, Martin & Co., New Castle, Ind., Sept. 4: The wheat crop was a total failure this year, but the corn crop is probably the largest in the history of the district.

J. R. Dietrich & Co., are said to be scoop shovel grain dealers at Bremen, Ind., the regular dealers at that point being the Bremen Grain Co., with elevators at Bremen and La Paz.

Farmers are forming a company at Royal Center, Ind., to ship their own grain. Last season this was tried at the same place, and to their sorrow. Experience has taught them nothing.

F. Dawkins, Dawkins, Ind., Sept. 3: Wheat and barley in this section were very good, but the oats crop was light and not a very heavy yield. Prospects are good as yet for a large corn crop.

Finch & Son, of Clarks Hill, talk of building an elevator at Fickel Station, Ind. At present all grain at Fickel and Jefferson on the Clover Leaf Railroad is loaded into cars with scoop shovels.

W. F. Hurd, Logansport, Ind., Sept. 3: Wheat an entire failure; clover seed not over 10 per cent of a crop; corn and oats a bumper crop; some fields of corn badly down; one-half the oats sprouted in shock.

The only regular dealers at Peru, Ind., are the Peru Milling Co., and J. A. Neal & Co. The milling company buys considerable wheat thru regular dealers and positively refuses to purchase grain from any others.

Witt, Osborne & Co. will operate the City Mills and elevator at Frankfort, Ind., J. W. Witt having sold his interest. D. W. Osborne and M. T. Dillen, of the new firm, have also bot an interest in the elevator at Boyleston.

The Colburn Grain Co., Colburn, Ind., has installed a No. 8 Reliance Corn Cleaner in its new elevator, and is putting in a Bowsher Grinder and a new set of spouting thruout. The work is being superintended by the Reliance Mfg. Co.

The elevator at Marshfield, Ind., operated by William Robertson, was burned on the night of Sept. 4, together with 12,000 bushels of oats and 3,000 bushels of corn. The building, valued at \$3,000, was owned by Sam Finney, of Attica. Partly insured.

T. W. King & Son, Wabash, Ind., Sept. 4: Wheat a failure here this season; oats



crop large and moving freely; prospect for corn crop good, and if frosts hold off for two weeks we will have the largest crop ever raised in this locality.

Hurd & Enyart, Royal Centre, Ind., find their business growing beyond their capacity, and will build an addition to their mill 22 x 32 feet and 36 feet high, to handle corn and oats more extensively. A new dump will be placed in addition to the two in use.

Thornburgh Milling Co., Martinsville, Ind., Sept. 3: Our wheat was virtually a failure. What few farmers cut wheat scarcely made expenses of cutting and threshing. To partly counterbalance this we will have a magnificent corn crop, probably none better.

F. Dawkins, of Dawkins, Ind., writes: Two elevators are being built at Gaar Creek, one by Mrs. Harris and the other by Z. H. Travis. The elevator at Edgerton was enlarged this summer to about double its capacity. Churchill & Co. are erecting new elevators at Baldwin and at Zula on the F. Ft. W. & W. Ry.

Charles Kitchen, a track loader at Elwood, Ind., makes trouble for the regular dealers by bidding up for corn, and when farmers take it in, giving the excuse that he has no car in which to ship. The regular dealers at Elwood are Jay Grain Co., with a 12,000-bushel elevator on the L. E. & W., and Harting & Co., with a 25,000-bushel house on the P. C. C. & St. L.

Government weekly crop report, Sept. 4: Indiana—Warm, fair and sunny weather; local rains last two days; corn ripens rapidly; most safe from frost; much early planted in shock; late-planted safe from frost about the 15th; yield much above average; good crop of tobacco housed; millet and buckwheat being cut; fair clover seed yield.

H. W. Charles, Spiceland, Ind., Sept. 6: We have no wheat this year in this county. The old wheat in farmers' hands is being sold for seed and to mills. We have a good oats crop, but farmers will not sell much yet at a price we could ship. The corn prospect is for a large yield. Most of the corn of this place has usually been fed to stock.

Taylor & Angel, Evansville, Ind., Sept. 3: Corn crop will be short on account of drouth, which was broken yesterday by copious rains. On account of too much rain early corn could not be cultivated properly, most of it receiving but one plowing. Clover seed crop short, also oats. Wheat in bad condition, musty, weevily and damp; yield good.

Ludeman & Walter, Wolcott, Ind.: We have bot the elevator of A. & E. H. Wolcott at this place and will continue the business in the lines followed by our predecessors. The elevator has a storage capacity of 90,000 bushels small grain and 30,000 bushels each corn. The sale was brot about thru the Grain Dealers Journal, for which please accept our thanks.

Until recently the town of Sheldon, Ind., boasted of two grain firms. The town has them still, but the citizens no longer are proud of them. In the darkness of night one dealer forced the door to the other's office and broke his new and costly scales to pieces. A second raid was made ten days later, and resulted in the detection of the jealous rival. He was detained by the watchers and introduced to the sheriff, who haled him before the bar of justice.

Several scoop shovelers have already begun their annoying tactics at New Castle, Ind., and promise to do the busi-

ness of regular dealers much damage. These people not only get regular bids, but they get the daily markets from a broker at that point who represents a Baltimore firm and several others. The regular dealers are Goodrich Bros., Logan Henshaw and Martin, Martin & Co., all with considerable capital invested. Those who encourage or assist a scooper cannot expect any business from regular dealers.

Several men living at or near New Castle, Knightstown and Lewisville, Ind., are attempting to do a scoop shovel business. One of them residing at New Castle has just loaded a car of oats at Spiceland. He paid 18½ cents for the grain, which is mixed and bleached by rain, so that 16 cents is all it is worth. What this man loses on the occasional cars that he scoops he makes up in shipping live stock, which is his customary occupation. No regular grain dealer can afford to pay such a price for such oats, and no receiver or track buyer who is a friend of the regular trade can afford to handle the shipments of such disturbers.

The dealers of Oakville seem to be determined to pose as the most irregular regular dealers of the state. They insist upon loaning bags to the farmers and persist in bulling the market. In fact they paid two cents more for oats than they could afford to pay and now are contracting corn at 30 cents. Neither has much invested in the business and both seem desirous of destroying the business of neighboring dealers who have elevators. If either could be induced to erect an elevator or to accept the management of an elevator at that station for an outsider, both wud readily see the error of their way and Oakville wud have but one dealer. He wud be regular in every sense of the word and none other wud receive bids or market information. It is difficult to understand how they can make a living pursuing present methods and it is earnestly to be hoped that in hanging their own business, they will not entangle other dealers in financial difficulties.

## IOWA.

N. Cronks is a scalper at Montour, Ia. B. W. Devine, of Luverne, Ia., is a scalper.

Allen Breed, of Perry, Ia., is not a grain dealer.

O. C. Forsberg, Rembrandt, Ia.: I like the Journal.

A 25,000-bushel elevator is to be built at Sherwood, Ia.

H. Kurtz & Son, have enlarged their elevator at Nemaha, Ia.

R. E. Mosely is no longer in the grain business at Lake City, Ia.

J. G. Dutton, of Nevada, Ia., is not engaged in the grain business.

A track buyer is still bothering the regular dealers at Stanhope, Ia.

Lee Brothers succeed Orville Lee in the grain business at Sac City, Ia.

A. A. Mickel, of Atlantic, Ia., has bot lots on which to erect an elevator.

J. G. Gingles is building an elevator at Collins, Ia., the third at that point.

W. J. McCurdy, of Tama, will take charge of an elevator at Mapleton, Ia.

J. E. Bump has bot a half interest in the elevator of W. D. Ewing, at Delta, Ia.

Gamet & Ogden are attempting to do a scoop shovel business at Mondamin, Ia.

The St. Paul & Kansas City Grain Co. is building an elevator at Storm Lake, Ia.

H. Ovens is attempting to do a scoop shovel business at Toledo and Montour, Ia.

Duff Hagerman, of Mondamin, Ia., has sold his elevator to parties from Nebraska.

C. Reifsteck, of Gaza, Ia., informs us that he has gone out of the grain business.

E. J. Hidy, of Guernsey, Ia., has no facilities for loading grain and is a scoop shoveler.

The Dysart Grain Co. has installed a Hall Grain Distributor in the elevator at Woden, Ia.

The scoop shovel men at Clarion, Ia., are C. E. Freeman, Young Bros., and F. C. Hartshorn.

Readers will confer a favor by sending notices of new firms, new elevators and business changes.

S. E. Medbury, of Illinois, has bot the new elevator at Hornick, Ia., of John Clary for \$7,250.

The Spencer Grain Co., of Spencer, Ia., has bot the elevator at Crystal Lake, of E. G. Terwilliger.

Geo. DeGroot, a regular dealer at Bradgate, Ia., attempts to do a scoop shovel business at Rutland, Ia.

James White, of Minneapolis, Minn., fell off the new elevator at Stanhope, Ia., and was seriously injured.

J. C. Harker is not a regular dealer at Grand Junction, Ia. The regular dealers are C. W. Smittle and Harvey Bros.

J. C. Clarey is doing a scoop shovel business at Luton, Ia. The regular dealer is the St. Paul & Kansas City Grain Co.

At Wilton, Ia., John Miller and F. Port are not regular dealers. The regular dealer is M. C. Ott, who owns the only elevator.

The Northwestern Iowa Grain Co., of Mason City, Ia., has purchased the business of the Corwith Grain Co., at Stillson, Ia.

One of the best elevators in Iowa has been completed by the Marfield Elevator Co., at Stanhope. Its capacity is 45,000 bushels.

Pearson & Hayton, Pierson, Ia., Sept. 3: Grain is nearly all threshed, and is now being marketed slowly; most of it in good condition.

Benj. C. Crangle, of the Marfield Elevator Co., Winona, Minn., informs us that his company has bot Mr. Conger's elevator at Early, Ia.

O. C. Forsberg has removed from Bigelow, Minn., to Rembrandt, Ia., where he has accepted a position as buyer for P. M. Ingold, of Spencer.

The new house of the Interstate Elevator Co., at Peterson, Ia., has been completed after four weeks work. C. H. Barber is agent in charge.

J. O. Dunlap and J. H. Adams, of Havelock, Ia., have no facilities for handling grain, but load direct from the farmers' wagons into cars.

Geo. Messelheiser, Alexander, Ia., Sept. 6: Corn is out of the way of frost and the crop is fine. Threshing is two-thirds done, but not a great deal marketed.

Between forty and fifty members of the Iowa Grain Dealers Association held a conference recently at Sioux City, Ia., at the call of Secretary George A. Wells.

Malcolm Peterson, of Pomeroy, Ia., has replaced his 4-h. p. Davis Gasoline Engine with one of 10-h. p. of the same make, and added a feed grinder to his equipment.

Braginton & Son, regular dealers at Manson, Ia., are doing a scoop shovel



business at Richards, Ia. The regular dealers are J. H. Spinharney and the Western Grain Co.

A. J. Marsh, of Shenandoah, has sold his dump at Bingham, Ia., to J. L. Gwynn, of Imogene, and retired from the grain business. Peace now reigns in the vicinity of Shenandoah.

L. G. Beale's elevator at Gilman, Ia., was burned Sept. 1. The fire is supposed to have started in the engine room. Loss, on wheat, corn and oats, \$1,000; on building, \$5,000; insurance, \$4,250.

Norstrum & Son, of Burnside, Ia., inform us that they succeeded Rolfe & Norstrum, dealers in grain and live stock, S. A. Norstrum having bot the half interest of N. A. Rolfe in the elevator.

N. H. Adams, of Decorah, Ia., will add the buying of grain and wool to his present business in seed and hides. Mr. Adams will increase his warehouse facilities on the C. & M. & St. P. Railway.

Scoop shovelers at Webster City, Ia., are Carson-Ely, Currie-McCullough and C. A. Brennecke. The only regular dealers at this point are the Webster City Elevator Co. and the Transmississippi Grain Co.

J. W. Youngerman, Waukee, Ia., is not doing a scoop shovel business at that place, as stated in the Journal. On July 25 Mr. Youngerman bot the Blake elevator and has been doing a regular grain business since.

Fred Hite, a stock dealer of Shellsburg, Ia., is again shoveling grain into cars. He is paying track prices and naturally demoralizing all the markets of the district. There is no money in the business for him or any other dealer of that vicinity.

Ed. H. Merrifield, agent in charge of the Aredale, Ia., station of the Nye and Schneider Co.'s Mason City line, informs us that his company has its new elevators completed at that point and at Daugherty, Ia. Both houses have 20,000 bushels capacity and are run by 7½-h. p. New Era Gasoline Engines.

B. F. Traxler writes that John Bartle, located at Mitchell, Ia., with elevators also at Osage and St. Ansgar, has leased the elevators at St. Ansgar and Osage to Orr & Lewis, and the one at Mitchell to C. Mast. Mr. Bartle is devoting his attention to his large live stock business and implement trade.

B. H. Adams, of Decorah, Ia., was in Chicago last week and reported that his father, N. H. Adams, who has made a specialty of seeds for thirty years, will start in the grain business. The crop of wheat will be of good quality and much more than for years. Flax crop much larger than usual, yield 10 to 15 bushels to the acre. Oats very heavy, good crop.

Iowa state crop report, Sept. 3: The hot and dry weather of the past week afforded ideal conditions for ripening corn, and more than half the crop is now practically safe. With favorable weather the bulk of the crop will be beyond danger of harm by any ordinary frost within the next ten or fifteen days. Cutting is in progress, and probably more than the usual amount of fodder will be saved to make up shortage of other forage crops. All reports indicate above an average yield. Threshing has progressed rapidly under more favorable conditions than prevailed in previous weeks. In sections where storms have been heaviest oats and spring wheat were considerably injured in shock and stack, and much of the grain will be below the usual grade. More than

the usual amount of fall plowing has been done, and in the southern section fall wheat seeding is in progress.

## KANSAS.

Nelson Bros. will build a small elevator at Booth, Kan.

H. F. Probst has recently built an elevator at Bluff City, Kan.

The Farmers Elevator Co., of Verdi, Kan., has been incorporated with \$5,000 capital stock.

The Western Grain & Storage Co., of Wichita, Kan., has secured additional hay storage room.

Hubert Weaver has purchased the grain and coal business and elevator of F. W. Morse at Manchester, Kan.

A 10,000-bushel elevator will be built at Marquette, Kan., by the Thorstenberg Grain Co., of Lindsborg.

M. P. Miller, of Russell, Kan., has put in a gasoline engine and increased the handling capacity of his elevator.

The new 75,000-bushel elevator of the New Era Milling Co., at Arkansas City, Kan., has been placed in operation.

W. W. Miller & Sons, of Anthony, Kan., have just completed six new elevators along the H. O. G. and K. & S. W. Railroads.

It is expected the present rush of grain to market will wipe out the deficit in the revenues of the Kansas State Grain Inspection Department.

H. C. Leonard, Augusta, Kan., Aug. 23: The crop is badly burned here, and there will be no corn on uplands and not more than 1-3 to 1-2 crop on bottoms.

Government weekly crop report, Sept. 4: Kansas—Late corn still improving east and south; no improvement central; ground ready for seeding in several counties; wheat sowing begun in Marshall County.

A. P. Wilson, of Brewster, Kan., who operates the only elevator between Colby and Goodland, reports the acreage of white spring wheat, which forms the principal crop, is large. This region is rich in grass, while the land is cheap, but too sparsely settled.

The four elevators at La Crosse, Kan., are said to be full of wheat. The La Crosse Grain & Lumber Co. has 10,000 bushels in store, and, it is said, has 10,000 bushels more dumped in a heap on the bare ground. The same state of affairs is said to exist at many other Kansas stations.

J. G. W. Miller, Bluff City, Kan., Aug. 23: The corn in this locality is damaged by drouth. Rain cannot help any crop here with the exception of kafir corn. Corn is past redemption. Seeding of wheat will be late this fall on account of the drouth. Many farmers are using the disk pulverizer in preference to the plow in breaking their ground for wheat.

H. J. Lane, Blue Rapids, Kan., Sept. 5: Threshing from stacks fairly commencing. Wheat good, 20 to 35 bushels; oats 20 to 30. We have very good corn in Blue Valley, not so good on uplands; farmers think average will be about 30 bushels. Plenty of rain, and corn is maturing nicely. Wheat drilling is the order of the day, and a large acreage will be put in in prime condition.

## MICHIGAN.

Kinsey & Close, of Pinconning, Mich., will erect a grain elevator.

O. H. Marsh, Boyne Falls, Mich., Aug. 31: All crops are averaging better than in 1899.

Joseph Wellman has purchased an 18-h. p. gasoline engine for his elevator at Clio, Mich.

George Adams has purchased and will operate the elevator and feed mill of O. E. Packard at Charlotte, Mich.

E. J. Bullard, of St. Johns, writes that Frank Cruler, for 15 years owner of the grain elevator at Fowler, Mich., has sold the property to C. Sturgis & Son.

Mr. Boomer, of Boomer & Croydon, grain commission merchants of Detroit, Mich., will form a partnership with A. J. Ellair, the old firm having been dissolved.

F. M. Towns & Co., grain dealers of Morrice, Mich., have enlarged their elevator to 20,000 bushels capacity. Last year the firm handled 100,000 bushels of wheat and 100,000 bushels of beans. This season they expect their bean trade to be 50 per cent greater.

A. H. Buck, grain dealer at Linden, Mich., was severely bruised about the legs recently. While in the basement of his elevator he stepped on the covering of a hole which had enclosed a gasoline tank. It broke under his weight, giving him a bad fall. He was compelled to use a cane for several days.

Government weekly crop report, Sept. 4: Michigan—Weather favorable for completion of oat and pea harvest in northerly counties, maturing of corn and potatoes, and for field work; early corn being cut; bean harvest well advanced but yield rather poor; pastures and meadows exceptionally good; plowing well advanced and rye seeding begun.

McLane, Swift & Co. have succeeded G. L. McLane & Co., and the McLane Elevator Co., of Battle Creek, Mich., with \$45,000 capital stock. G. L. McLane, of Union Mills, Ind., is president; A. L. Watkins, vice-president; F. G. Baird, treasurer, and T. W. Swift, secretary. Last year the firm transacted a business amounting to \$1,000,000. The firm operates a large cleaning and transfer elevator at Battle Creek, and a number of houses in the wheat belt.

## MINNESOTA.

A wheat elevator is being built by the Willmar Milling Co., at Willmar, Minn.

A 6,000-bushel elevator will be built at Wadena, Minn., by the Ebner Milling Co.

The St. Anthony Elevator Co. has completed a new power house at Crookston, Minn.

Work on the new elevator of the Sleepy Eye Milling Co., at Ivanhoe, Minn., is progressing.

G. R. Zekrick will rebuild the burned elevator of Patterson & Popp at Hutchinson, Minn.

An independent elevator is to be built at Hutchinson, Minn., by the Hutchinson Improvement Co.

Atlas Elevator Co., Porter, Minn., Sept. 4: Oats are 1-2 crop; wheat, 3-5; barley, 1-2; flax, 3-5 and corn a full crop.

A. C. Sorenson and T. J. Hellie, of Albert Lea, Minn., have formed a partnership in the grain, stock and coal business.

A Hall Grain Distributor has been ordered by the Nye & Schneider Co., Mason City, Ia., for the new elevator at Cardona, Minn.

A 20,000-bushel elevator has been erected at Spring Grove, Minn., by the Spring Grove Stock Co., composed of 300 farmers.

W. P. Davidson is building an elevator costing \$4,000 at his farm near Morgan.



Minn. The machinery will be driven by a gasoline engine.

The elevators at Belview and Echo, Minn., formerly operated by E. M. Walbridge, have been purchased by the James Quirk Milling Co.

A. J. Pitkin, formerly secretary of the S. Y. Hyde Elevator Co., of Winona, Minn., has taken a position with the American Malting Co.

The Minnesota Railroad & Warehouse Commission has been asked to establish a new grade of flaxseed, for speculation in futures at Minneapolis.

Canby Farmers Elevator & Supply Co., Canby, Minn., Sept. 1: Wheat average, 10 bushels per acre; oats, 30; flax, 7; barley, 35; and corn, 24 bushels.

The Pioneer Steel Elevator Co., of Minneapolis, Minn., has increased its capital stock \$100,000 and let contract for five additional steel storage tanks.

Axel Berg has bot the interest of Myron Phinney in the new elevator which Ryan & Phinney are building at Kenneth, a new station on the B. C. R. & N., near Hardwick, Minn.

Bert Sawyer, son of the late A. J. Sawyer, the wealthy grain merchant of Minneapolis, Minn., is reported to be dying at the asylum at St. Peter, to which he was taken a few years ago.

At an informal meeting of the Minneapolis Chamber of Commerce opinion favored the purchase of the adjoining ground, and the construction of a more commodious building, to cost about \$450,000.

Government weekly crop report, Sept. 4: Minnesota—Very favorable week for shock threshing, the finishing of stacking; flax and corn harvest and plowing, except in extreme north, where rains retarded work; good corn crop.

The Minneapolis & St. Louis Railroad Co. has refused to accept the new grain rates prescribed by the state railroad commission. Three other roads operating in Minnesota followed suit, alleging that the proposed rates are unreasonably low.

The S. Y. Hyde Elevator Co., of Winona, Minn., recently elected the following officers: S. Y. Hyde, manager and president; C. E. Bennett, vice-president and superintendent; Arthur A. Morse, secretary, and Clark W. Thompson, treasurer.

The growing demand for memberships in the Minneapolis Chamber of Commerce has advanced the price from \$450 a few months ago to \$700. About 539 memberships are outstanding. After these had been disposed of the Board withdrew the remaining 11 from the market, and has since held them at \$1,000.

Albert Rothschild, of Luverne, Minn., has let the contract to Frank Soutar for the construction of an addition to his elevator. The total capacity will be 25,000 bushels. Mr. Rothschild has recently developed a plan for business in bran with European firms, and is receiving orders for carloads from firms in Germany.

The Duluth Commercial Record says that the northwestern line houses have arranged for the sale of flaxseed bot in their territory so that little will come upon the open market. The details are not made public, but in it is understood that all flax bought in the interior will be sold to one interest, and held subject to its order.

The Minneapolis grain market is gradually forging ahead. Trade in futures has been steadily growing for years. At the present time it is heavy, running into the millions every day. On one day lately twenty-six million bushels of wheat went

thru the clearing house and on several days the amount traded in has reached twenty million bushels.—Minneapolis Market Record.

The new linseed oil mills which have been erected at Minneapolis, Minn., by E. C. Warner and others, at a cost of \$300,000, will go into operation about Oct. 1. The daily output will be 8 carloads of oil and 15 carloads of cake. The oil will be shipped to points in the United States, while the cake will be exported to Europe. It is said the plant has a capacity equal to one-sixth of the total product of the entire country, and will consume 2,500,000 bushels of flaxseed annually. The property includes a working grain elevator and 5 steel tanks each having a capacity of 125,000 bushels of seed. The company is independent of the trust.

The Minneapolis Chamber of Commerce has begun trading in flaxseed for future delivery on a regular call beginning daily at 11 a. m. Trades will be settled thru the clearing house the same as trades in wheat. The rules governing the sales of flax are: In sales of property to arrive, the seller shall have the privilege of twenty (20) days from the date of sale to deliver, and of delivering single cars of such property as they arrive, and such contracts shall be filled within one (1) per cent of the total amount, unless otherwise specified in contract of time of sale; and, in case delivery is not made in the specified time, the buyer may, after calling for delivery, if delivery is not made by 12 o'clock of the next business day, fill such sales by buying the property on the open market for account of the seller, or require settlement at the market price at the time of demand. Cash or collateral security may be required as provided for in Rule IX, sections 1 and 2, and the settling price for over or under delivery shall be the closing market price the day the grain is unloaded. In case of strikes, insurrections or other causes producing unavoidable delays, the question of extension of time of delivery shall, if the parties cannot agree, be decided by reference to the Arbitration Committee, whose decision shall be binding upon all parties to the contract.

## MISSOURI.

The grain elevator at Clarence, Mo., was burned recently. Insurance, \$2,000.

The Michigan Millers' Mutual Insurance Co., of Lansing, Mich., has been licensed to do business in Missouri.

A record of all changes in market prices in the pit, with the time made, will be kept by the official reporter of the St. Louis Merchants' Exchange.

The demand for reinsurance on grain in Kansas City and St. Louis elevators is lively. Some companies are holding out for \$2.25, but considerable is being placed at \$1.75.

The Atchison, Topeka & Santa Fe Railroad Co. has given notice that after Sept. 1st a switching charge of \$2 per car would be made on grain ordered to connecting lines at Kansas City, Mo.

The office furniture of the Woodson-Young Grain Co., St. Louis, Mo., has been attached by creditors. The liabilities are said to be \$10,000 and the assets very small. The president and principal stockholder is Edward H. Young.

The American Grain and Fuel Co. has been incorporated at St. Louis, Mo., to conduct a general grain and warehouse business. Capital stock, \$300,000; incorporators, D. Weil, A. Weil, L. Bear, C.

L. Sanger, D. Wise, M. A. Sullivan, all of Waco, Tex.

The extensive yards of the Santa Fe Railway Co., at Kansas City, Mo., are crowded with cars of wheat bound east, which it is impossible to move. It is estimated that 20 miles of cars are on track. The difficulty is not so much from a car famine as from a lack of motive power to keep the cars moving.

Government weekly crop report, Sept. 4: Missouri—Good showers except in some eastern counties, where drouth continues; early corn maturing rapidly, cutting general, late corn a failure in some counties, but generally much improved; cotton still suffering from drouth, crop will be light; plowing for wheat progressing; seeding commenced; considerable further damage to corn and apples by high winds.

The ruling of the Santa Fe that all cars must be emptied within 48 hours is hampering the business of certain grain dealers at Kansas City, Mo., who have been in the habit of holding the grain in cars on track for weeks waiting the fluctuations of the market. The new rule prevents the use of cars as warehouses and creates a better demand for grain storage, elevating and transfer capacity.

The Burlington Railway has given notice to all other roads entering Kansas City that until further notice it will not receive grain from any connecting line except in Burlington routed cars or from foreign line cars that can go East without the contents being transferred from one car to another. H. L. Harmon, general western agent of the Burlington, said that the order was made necessary as grain was coming in so fast that it was impossible to transfer it, and prevent a blockade.

Superintendent Kouns of the car service department of the Santa Fe road states that his company is short only 1,000 cars. The company has over 500 cars in the Kansas City yards which connecting lines are unable to move. One connecting line has stolen 150 cars from the Santa Fe and has failed to return them. This same line has probably hauled more grain originating on the Atchison out of Kansas City than has the Atchison itself. The Atchison has not only lost the revenue on the hauling, but has lost the use of the cars which are badly needed in its territory.

## NEBRASKA.

F. H. Callen has removed from Harvard to Crete, Neb.

H. J. Roberts, of Deweese, Neb., has sold his elevator at that point.

An addition, 16x30 feet, will be built to the elevator of C. Kellner at Beaver Crossing, Neb.

Crops are an entire failure at Buda, Neb., and D. Wort, grain dealer at that point, will close his house.

D. Wort, of Buda, Neb., informs us that most of the elevators west of that place are closed on account of crop failures.

C. P. Karr, of Boone, Neb., writes that P. D. Smith has enlarged his house at St. Edward, from a 20,000 to an 80,000-bushel house.

J. C. Goodell's elevator at Glenwood, Neb., was burned on the night of Sept. 1, with the depot and general store at the same place.

J. W. Worl, who has been engaged in the grain business at Sterling, Neb., for 16 years, has sold his elevator to R. M. Tidball, of Lincoln.



Kyd & Co., of Beatrice, Neb., are building additions to their elevators at Fitzgerald and Odell, and are also erecting a new elevator at Thompson.

O'Shea & McBride, Madison, Neb., will equip their elevator, which they have recently purchased, at Humphrey, Neb., with two Hall Grain Distributors.

C. Kellner, Beaver Crossing, Neb., Sept. 4: We have harvested a good crop of wheat, a fair crop of oats, and have raised a very good crop of corn, which is now made and safe from frost.

We are informed by Kyd & Co., of Beatrice, that D. W. Sturgeon, formerly of Liberty, Neb., has recently purchased and is now operating the elevators formerly owned by F. A. Derby at Tait and Armour, Neb.

The Westbrook Grain Co., of South Omaha, Neb., has enlarged its elevator at Albion from 7,000 to 20,000 bushels capacity; and has also purchased the elevator at St. Edward, capacity, 13,000 bushels, of J. Penfield.

Government weekly crop report, Sept. 4: Nebraska—Hot, dry week; threshing and haying have made good progress; corn has matured rapidly, and much of the early planted is now beyond possible injury by frost; plowing well advanced and considerable winter wheat has been sown in southeastern part of state.

#### OUR OMAHA LETTER.

A. D. Sears has succeeded Woolbach at Grand Island, Neb.

R. M. Tidball has purchased a grain elevator at York, Neb.

O'Shea & McBride have succeeded Bodewig Bros., at Humphrey, Neb.

The Wells-Hord Grain Co. succeeds W. E. Gibbs at Central City, Neb.

C. R. Wright has just about completed a new elevator at Genoa, Neb.

J. Frimann succeeds Ohearn & Co. in the grain business at Chapman.

H. H. Wirt has sold his house at Broken Bow to the Central Granaries Co.

The rise in the price of wheat Aug. 29 caused the unloading of considerable wheat.

J. Starbuck, of Hebron, has sold his elevator located at Deshler to J. H. Swan, of Warfield, Neb.

P. D. Smith, of St. Edwards, spent a few days visiting his friends in the Board of Trade building.

The Updike Grain Co. will operate the house located at Petersburg, Neb., formerly operated by Sturdevant.

W. A. Ferguson is rebuilding his elevator at Marquette, which was destroyed by fire. Some improvements will be made in the machinery line.

Kate A. Kehoe, the lady grain dealer of Platte Center, spent a few days about the Board, watching quotations. She has every evidence of being a hustler.

The Woodman Linseed Oil Co., Omaha, received on Aug. 22, 15 cars of flaxseed, and is in the market for about a thousand cars. Operations began Sept. 1.

H. E. Fonda, of Genoa, and C. J. Miles, of Hastings, were callers at the Board of Trade building Saturday. Mr. Miles says corn is slow, but wheat is moving rapidly in his locality.

Carrington, Hannah & Co., of Chicago, have opened a branch office at 329 Chamber of Commerce building. Mr. M. C. Obert, who has had charge of the Iowa business for the firm, is to be the representative here. His headquarters formerly were at Cherokee, Ia.

Two local meetings of the Nebraska Grain Dealers' Association were held

Thursday, Aug. 30, one in the afternoon at Weeping Water and one in the evening at Auburn. A local meeting was held at Norfolk, Friday, Aug. 24. Mr. Bewsher, secretary of the association, is a busy man these days.

M. N. B.

#### NEW ENGLAND.

Edward P. Merrill, Portland, Me., writes: The trade here are bearish on wheat. A large body of oats en route. New corn, October, November and December shipments, freely offered. Weather fine; millfeed drags. There will be a sharp call on millfeed in the near future. Railroad freight rates becoming more uniform. The trade incline to take hold when a reasonable profit is in sight.

#### NEW YORK.

Beard's elevators at New York are to be reopened. Millwrights have been at work on the plant the past week.

H. D. Waters, who has had charge of the Export Elevator at Buffalo, N. Y., for Armour & Co., has been appointed sales agent at that point for the Chicago firm.

The C. M. Seckner Engineering Co. has received the contract to build a 1,000,000-bushel transfer elevator for the Lake Shore & Michigan Southern Railroad at Buffalo, N. Y.

James McNerney, a grain trimmer at Buffalo, N. Y., while unloading the steamer Frank Rockefeller, was caught by the machinery, and had his right arm badly crushed.

The corn in the burned Dakota Elevator at Buffalo, N. Y., has soured, and a very bad rancid-butter odor prevails in some parts of the city when the wind is in the right direction.

Buffalo proposes to pass an ordinance requiring all grain driers to take out a license at \$50 per year. If the applicant has no proper facilities for handling wet grain without creating a stench the license will be refused.

The Exchange Elevator at Buffalo, N. Y., was struck by lightning recently. The resulting fire was extinguished by the engineer. The incandescent electric lighting system which had just been installed, had all the fuses burned out.

Grain from the burned Dakota Elevator at Buffalo, N. Y., filled a slip 20 feet wide, so completely that people could walk on the water. Everybody avoided the locality, as the stench of the decaying grain was sickening.

The underwriters of Buffalo, N. Y., have increased the insurance rate on malt houses and contents 30 per cent, and have made the same increase on every other unsprinkled risk of 5,000 square feet area or over. This will increase the demand for fire-proof elevators.

The grain elevator of the India Wharf Brewing Co., at South Brooklyn, N. Y., was damaged \$2,500 by fire Aug. 31. The flames started in the top of the lofty structure and would have destroyed the plant but for the arrival of a fireboat, which sent two heavy streams of water 125 feet high into the burning cupola.

The Limond Grain Drying Co., of Brooklyn, N. Y., has ordered a large Hess Pneumatic Drier to take the place of a drier of another make in its warehouse, which was recently damaged by fire. The new drier, having been officially approved by the underwriters' associations, is recognized as being free from risk.

The New York Produce Exchange on Sept. 6 adopted the following rates of commission for the sale of consigned grain: One-half cent per bushel on wheat, corn, oats and feed barley. One cent per bushel on buckwheat, rye and malting barley. It is provided that half of the foregoing rates of commission shall be charged where the consignment is handled for the account of any member or firm, one of whose general partners is a member, or corporation, one of whose executive officers is a member of the New York or one of the other regularly organized grain exchanges.

#### NORTHWEST.

The M. & N. Elevator Co. will rebuild its elevator at Penn, N. D.

A. K. Tweto, of Galchutt, N. D., is building a 30,000-bushel elevator.

The National Elevator Co.'s plant at Sperry, N. D., was recently burned. Loss, \$5,000.

L. V. Clark & Sons, of Marion, have contracted to erect an elevator at Davis, S. D., for \$3,475.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

August Abraham and Oscar Schutz, of Wentworth, S. D., have contracted for the construction of an elevator.

The Heising Elevator Co. is building an elevator at Doyan, a new town between Cray and Bartlett, N. D.

Mr. Perry, of East Sioux Falls, S. D., has been granted a site on the Illinois Central on which to erect an elevator.

Bert Porter, of Decorah, Ia., has removed from that place to Stutsman, N. D., to take charge of an elevator for his father.

The new Cargill 10,000-bushel elevator at Drayton, N. D., has gone into operation. A gasoline engine drives the machinery.

The mills of the French-Hickman Flax Fiber Co., at Fargo, N. D., have been closed for want of straw, and will not resume until Nov. 1.

The McLaughlin Elevator Co., Cando, N. D., has placed an order for two Hall Grain Distributors for their elevators at Cando and Maza, N. D.

D. L. Stewart, agent at Manvel, N. D., for the National Elevator Co., has been transferred to Cavalier, to take charge of the house at that point.

The Farmers' Elevator Co. has been incorporated at Davis, S. D., with \$5,000 capital stock, by Uble Johnson, M. Springer and George Cramer.

Albert Wedgwood, of Madison, writes that there is being built at Wentworth, Lake County, S. D., an independent elevator, making six houses at that point, four built new this fall.

The 100,000-bushel elevator of the Minneapolis & Northern Elevator Co., at Arvilla, N. D., was burned Aug. 27, with 30,000 bushels of wheat. Loss on building, \$20,000. The fire is supposed to have originated from a hot shaft.

#### OHIO.

Send us the news of your state for publication in this department.

The Ohio Grain Dealers' Association will soon hold its fall meeting.

F. W. Jaeger, of J. F. Zahm & Co., Toledo, O., has nearly recovered from his illness.

G. D. Flagle, Leetonia, O., Aug. 28: The new wheat is too tough for milling purposes.



A. L. Alkire has begun to rebuild his elevator at Woodlyn, O., which was burned Aug. 15.

Sluterbeck & Wilmore, of Van Wert, O., have let the contract to Mr. Wyandt for their new elevator.

Thomas Paine, of London, O., has accepted a position with W. E. Tuttle, grain dealer at Springfield, O.

J. F. Bryant, Frankfort, O.: Inclosed find \$1 for one year's subscription for the best journal in the country for my use.

It is said the Cincinnati, Hamilton & Dayton Railroad Co. has acquired all of the stock in the C., H. & D. Elevator Co., at Toledo, O.

S. E. DeWolfe, Marion, O., Sept. 1: Wheat crop a failure; corn good; large crop of oats but badly damaged by rain. Very light crop of clover.

T. T. Beatty, of Rattlesnake, O., has been improving and overhauling his elevator and increasing the capacity so as to be ready for the large corn crop.

Nutt Bros., of Urbana, O., keep large barrels of water with buckets at convenient points in their elevator, and marked "Only for use in case of fire."

M. F. Crissman's large grain warehouse at Manchester, O., collapsed recently, dumping 1,600 bushels of wheat from the second floor to the ground. Loss, \$600.

Cruikshank Bros., of Edison, who operate an elevator at Millersville, have bot the Bradner Elevator, the business of J. Loudenslager, of Tiffin, and the building of C. Sharp at Bowling Green, O.

E. J. Griffis & Co., Sidney, O., have a small blackboard in their office on which is written: We store no corn. Store wheat and oats 30 days free, 2-5 cent per bushel per month thereafter.

Col. S. C. Reynolds is said to have negotiated a deal whereby Toledo parties cleared \$15,000 on a transfer of 1,000,000 bushels of wheat stored in Wabash Elevator No. 5, from the September to the December delivery.

B. F. Kyle, Kyle, O., Sept. 1: Our wheat crop a total failure; not 500 bushels raised in the township, and that only fit for feed. We have the best corn crop raised for years; will be out of way of frost the middle of September.

Government weekly crop report, Sept. 4: Ohio—Warm and dry; corn maturing rapidly, cutting in progress, good crop assured; tobacco injured by heat, harvest nearly completed; plowing for wheat well advanced, but acreage will be less than usual.

O. S. Marshall & Co., Sidney, O., have bot the elevator at Hardin Station, O., and are overhauling and repairing it. A sheller, hopper scale and new machinery is being installed. A. O. Marshall will run it. John Krepps, of Botkins, O., is doing the work.

Raymond P. Lipe, of Toledo, O., is building at Bryan, O., on the L. S. & M. S. a 35,000-bushel elevator, having two 7x14 legs, driven by a 35-h. p. Erie City Engine and 40-h. p. boiler. The building is 30x52 feet, with 1,000-bushel hopper scale hung under one bin, oat clipper, 500-bushel cleaner, corn sheller, cleaner and feeder.

M. E. Weimer of Rosewood, O., was in Chicago last week and reported that the dealers along the Big Four held a meeting at Bellfountain recently in an attempt to arrive at some agreement on the sack-lending question and free storage. An agreement was drafted and signed by those present to the effect that no bags should be loaned after Jan. 1, 1901. An

agreement was also drafted and signed fixing the storage charge at  $\frac{3}{4}$  of a cent per month. Those not in attendance are signing the agreements and the prospects of both being carried into effect are promising.

An elevator is to be built at Columbus, O., and completed by Nov. 1 by the Columbus Grain and Elevator Co., of which the principal stockholders are C. S. Herr, T. R. Herr, Dr. S. B. Hartman and A. O. Schauck and a number of country grain shippers. The capital stock of \$50,000 has been all subscribed and paid for. The plant will be a two-leg transfer and clipping house with a transfer capacity of 60 cars every 10 hours and a storage capacity of 60,000 bushels. It will have a 1,000-bushel capacity clipper and two cleaners. The location will be the junction of the Panhandle, B. & O. and T. & O. C., with switch connection to the Big Four. An architect will soon be engaged to design plans, after which the work will be pushed to completion.

### PACIFIC COAST.

Aaron Kuhn has bot the Farmers' Alliance Warehouse at Guy, Wash.

David Richardson, of Ritzville, Wash., will erect a large grain warehouse.

The Puget Sound Warehouse Co. has completed a warehouse at Rosalia, Wash., 40x140 feet.

The Portland Seed Co., of Portland, Ore., has increased its capital stock from \$10,000 to \$25,000.

Hayfield Bros. are building a grain warehouse, 40x100 feet, near Farmington, Wash., on the Northern Pacific.

The grain business of Balfour, Guthrie & Co., at Oakesdale, Wash., will be managed by G. E. Hunt, of Elberton.

Galbraith, Bacon & Co., dealers in hay and grain at Seattle, Wash., have moved into their large new warehouse.

The annual meeting of the Washington state grain commission was held at Tacoma, Aug. 30, to fix grades for the coming season.

The Pacific Coast Elevator Co. is erecting a second grain warehouse at Lacrosse, Wash., 40x100 feet. The old warehouse is full of wheat.

Kerr, Gifford & Co., grain exporters, are receiving wheat at the large new warehouse erected by the Northern Pacific Railroad at Tacoma, Wash.

Charles H. Grinnell, chief deputy grain inspector of Washington, has resigned to engage in the wholesale grocery business. Inspector George P. Wright is interested in the same concern and will also resign.

The Merchants' Warehouse Co. has been incorporated at Portland, Ore. The capital stock is \$40,000 and the incorporators are Peter Kerr, Thomas Kerr, P. B. Gifford, H. B. Dickson and J. C. Flanders.

McDonald Bros., grain dealers at Hartline and Coulee City, Wash., informs us that they have dissolved partnership. The business at Hartline will be wound up by John W. McDonald and that at Coulee City by George M. McDonald.

Rival grain buyers at Moscow, Idaho, one connected with the Northern Pacific and the other with the Oregon Railway and Navigation Co., have indulged in a price war, greatly to the advantage of the grangers, who hauled wheat long distances to Moscow.

C. W. Tracy, of Portland, Ore., died Aug. 28. For three years he was in the grain business on his own account, prior

to which he was assistant manager at Portland for Peavey & Co., of Minneapolis, Minn. This spring he assumed the management of the northern business for Eppinger & Co., grain exporters of San Francisco.

Government weekly crop report, Sept. 4: California—Bean threshing on, rain impeding; warehouses full of wheat. Idaho—Weather cool, dry and favorable for all work; grain harvest practically completed; threshers making rapid progress; third crop alfalfa being harvested. Washington—Week dry and warm, favorable for threshing and gathering fall crops; some sowing fall wheat on summer fallow, but ground too dry for plowing; oats in western section lighter than expected. Oregon—Dry, with nearly normal temperatures; grain harvest well advanced, yields continue light; hop picking and prune drying now general; hops excellent quality; yield slightly below average; early corn cutting begun, crop good.

### PENNSYLVANIA.

John H. Stotz, of S. C. McMasters & Co., grain brokers, Pittsburg, Pa., died Sept. 3, of a complication of diseases.

E. F. Keiser, formerly of J. B. Pultz & Co., has associated himself with L. J. Logan, to form the firm of L. J. Logan & Co., for a general grain, hay and straw commission business at Philadelphia, Pa. Mr. Logan has been engaged continuously in the grain business since 1886, and Mr. Keiser since 1892. Both are young men, and understand the business thoroly.

C. Brechbill, Culbertson, Pa., Sept. 4: Wheat is averaging about 20 bushels per acre in limestone land, about 15 bushels per acre in slate land, with the exception of some very poor slate land on which the wheat was winter-killed and badly injured by fly. Corn will not average over 20 bushels per acre. In slate land much of it will not produce over 5 bushels per acre. Clover seed a complete failure.

### SOUTHEAST.

A grain elevator is being erected at Hustonville, Ky., by Myers & Lipps, millers.

Hoskin & Co., grain dealers and millers of Lexington, Ky., have discontinued business.

Work is being pushed on the new elevator of the Farmers' Mill and Elevator Co., at Sparta, Tenn.

A large elevator is planned at Nashville, Tenn., by Captain T. G. Ryman, a veteran steamboat man.

W. G. Bragg, Richmond, Va.: We read your paper carefully, and like it. Very readable and to the point.

The H. D. Dunkel Co. has been incorporated at Ellicott City, Md., to deal in grain and groceries. Capital stock, \$10,000.

The H. R. Gwynn Grain Co., of Baltimore, Md., a get-rich-quick scheme, has been nipped in the bud by the police authorities. John Bolgiano was the head of the concern.

John Wade & Sons, Memphis, Tenn.: We received a number of replies from the advertisement for straw, and will remember the Journal when we again have work of this kind.

The Marsden Co., of Philadelphia, Pa., is building a factory at West Point, Va., for the manufacture of feed and cellulose



from cornstalk. The company's state agent is W. G. Bragg, of Richmond, Va. W. H. Henderson, of Lexington, Ky., informs us that several of the grain dealers of that city are anxious to form an association to embrace the dealers of the "Blue Grass" section. Better organize a Kentucky Division of the Grain Dealers' National Association.

Government weekly crop report, Sept. 4: Kentucky—Warm weather with local showers; all crops maturing rapidly; early corn ripe and good, crop late, injured in some localities by drouth; about half of tobacco cut and housed, with very fair results; hemp-cutting in progress; plowing for wheat well advanced.

Grain receipts at Baltimore from Jan. 1 to Sept. 1 have been 6,000,000 bushels of wheat, 28,000,000 bushels of corn, 4,885,000 bushels of oats and 190,000 bushels of rye; compared with 8,503,000 bushels of wheat, 30,785,000 bushels of corn, 3,645,000 bushels of oats and 1,256,000 bushels of rye, for the corresponding period of 1899, as reported by William F. Wheatley, secretary of the Chamber of Commerce.

### SOUTHWEST.

The Madill Cotton Oil Co., has been incorporated at Madill, I. T.

John Weisthaner, of Inman, Kan., has erected an elevator at Medford, Okla.

Readers will confer a favor by sending notices of new elevators, new firms, and business changes.

Adam Braik, formerly of Harrisonville, Mo., is building an elevator and corn mill at Shawnee, Okla.

Charles Linn, 9 years old, and son of J. Linn, proprietor of the elevator at Cereal, Okla., was recently drawn into a wheat bin and suffocated.

The Geary Milling and Elevator Co., of Geary, Okla., writes that R. H. Harsh has bot the elevator at that place formerly owned by A. Clair. The latter has discontinued.

Richard Gundry died at El Reno, Okla., Aug. 23. He was formerly secretary of the Topeka Mill and Elevator Co., and afterward connected with the A. C. Davis Grain Co.

Mrs. M. P. Nelson, of Antonito, Colo., is building an elevator adjoining the Conejos Mill. The building will be of 2x6 plank, 73x33 feet, with a capacity for 50,000 bushels of wheat.

Geary Milling and Elevator Co., Geary, Okla., Sept. 3: Wheat movement very heavy. Get all we can handle, and are exporting some. Quality is good. Heavy rain last night and farmers will plow now. Acreage same as last year.

Joseph V. Ferguson, of New Orleans, La., writes that he has withdrawn from the firm of Ferguson & McGinnis, and has formed a new connection under the name of Joseph V. Ferguson & Co., to handle hay and grain in that market. The firm will retain the old salesmen at the different railroad depots.

The exports of grain thru New Orleans during the crop year, from Sept. 1, 1899, to Sept. 1, 1900, as reported by R. McMillan, chief inspector of the Board of Trade, have been 27,479,000 bushels of corn, 8,311,622 bushels of wheat, 1,488,304 bushels of oats, 162,000 bushels of barley, and no rye; compared with 15,416,000 bushels of corn, 12,814,000 bushels of wheat, 308,019 bushels of oats, no barley and 17,500 bushels of rye, for the preceding crop year.

Kansas City grain dealers do not like the action of the Atchison, Topeka & Santa Fe in refusing to turn over its cars

to connecting lines, except the C., B. & Q. It is alleged that wheat brot in on the Santa Fe has been sold at a discount of 1/2 cent for this season. Country shippers, however, are receiving cars more promptly than if the cars properly belonging in their territory were turned over to the tender mercies of the eastern lines, not to be returned, perhaps, until the grain movement was over.

The movement of rice at New Orleans for the month of August, as reported by Hy. H. Smith, secretary of the New Orleans Board of Trade, comprised 164,545 sacks rough and 464 barrels clean rice received, and 104,909 sacks rough and 20,946 barrels clean rice shipped; compared with 177,359 sacks rough and 1,187 barrels clean rice received and 127,658 sacks rough and 27,403 barrels clean rice shipped, during August, 1899. The stock on hand Sept. 1 was 9,671 barrels of clean rice and 60,021 sacks of rough rice; compared with 14,456 barrels clean rice and 78,320 sacks of rough rice, a year ago.

### TEXAS.

A company is to be formed at Sabine Pass, Tex., to build a grain elevator.

J. T. Pierce has bot the grain and feed business of A. P. Crawford at Smithville, Tex.

The F. H. Thompson Seed and Rice Milling Co. has been incorporated at Houston, Tex., with \$50,000 capital stock.

Osborne, Eubank & Co., of Mabank, Tex., a new town on the T. & N. O. R. R., write that their place offers a good opening for a flour or oil mill.

R. L. Brown, dealer in grain and general merchandise at Lavon, Tex., has about completed an elevator at that place which is up-to-date in every respect.

The largest steamer that ever cleared from Galveston, Tex., left recently. It was the Irada, of 11,700 tons, and carried 240,000 bushels of wheat as part cargo.

The elevator of E. B. Greathouse at Temple, Tex., burst Aug. 25, from too big a load. The rush of grain to market is phenomenal. The elevators and warehouses are so crowded that no more can be received.

Out of 43 cars of wheat inspected at Galveston by H. B. Dorsey, secretary of the Texas Grain Dealers' Association, which the shippers claimed should grade No. 2, only 3 came up to that grade, 16 grading no grade and 18 rejected.

The Texas railroad commission has been asked to make the minimum weight for grain carloads 40,000 pounds. Cars have been loaded below their capacity, and at a time of car shortage like the present, the question is an important one. It takes seven cars to carry what ought to go into six.

The following Texas dealers have refused to submit trade differences to arbitration by the State Association: P. R. Key, Brandon; C. L. Martin, Itasca; S. G. Edwards, Terrell; J. F. Flory, Wyatt; R. Hooks & Co., Red Oak; T. W. Hocker, Wolfe City; A. H. Acree and Milton & Bond, Hillsboro.

C. McD. Robinson, chief inspector of the Galveston Board of Trade, reports that the exports of grain thru Galveston from June 1, 1899, to Aug. 31, 1900, have been 15,432,000 bushels of wheat, and 8,010,000 bushels of corn. The exports for August have been 1,412,000 bushels of wheat and no corn, compared with 2,068,000 bushels of wheat and 244,457 bushels of corn, for August, 1899.

H. B. Dorsey, secretary of the Texas Grain Dealers' Association, is in Galves-

ton to see that the shipments of Texas dealers are properly inspected and graded. Members are requested to advise Mr. Dorsey at Galveston of the initials and car numbers of any cars in transit for Galveston, giving the grade the wheat is expected to make. Should anything be found wrong with the wheat or the grading Mr. Dorsey will wire the shipper promptly, and if desired, will take charge and have it handled to the best possible advantage. The expense will not be much and will be pro-rated among those employing the special service at so much per car.

### WISCONSIN.

An elevator is to be built at Spencer, Wis.

John Peeters has charge of the new elevator at Little Chute, Wis.

H. Boettger & Sons, of Two Rivers, Wis., will put in a separator to clean peas and grain.

The new elevator of the New Richmond Roller Mill Co., at Deer Park, Wis., has been completed.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

One of the largest grain elevators in Wisconsin is to be built at Manitowoc by the Manitowoc Malting Co.

H. Boettger & Sons, Two Rivers, Wis.: The Grain Dealers' Journal is the best paper in the grain and hay business.

Richard Barnes & Son, of Milton Junction, Wis., have bot the elevator and flour and feed business of J. S. Fetherston.

Pending the erection of a new smoke-stack for the big Cargill Elevator at Green Bay, Wis., a large number of loaded cars accumulated in the yards.

H. Boettger & Sons, of Two Rivers, Wis., who for the past 15 years have made hay their specialty, have now engaged in the grain trade, and will ship rye, barley, wheat, oats and peas from their territory.

Considerable grain crossing Lake Michigan is shipped thru Manitowoc, Wis., that would go via Milwaukee if the F. & P. M. and C., M. & St. P. Railways operated a joint car ferry slip at Milwaukee.

C. P. & J. Lauson, Milwaukee, Wis.: Please discontinue our ad in the Journal. We can say that our ads in your Journal were very effective, and the Journal shall have the bulk of any advertising we may do hereafter.

H. P. Christ, merchant of Wausaukee, Wis., is building a grain elevator 24x28 and 30 feet high, with a capacity for 10,000 bushels. The equipment will include a feed grinder. The power has not been definitely decided upon, but Mr. Christ favors a gasoline engine.

Government weekly crop report, Sept. 4: Wisconsin—Early corn fully ripe and mostly cut, late corn maturing rapidly, bulk of crop safe from frost by Sept. 15, crop heavy, quality excellent; threshing progressing; much complaint of oats molding, but grain generally turning out better than anticipated.

The grain dealer who encloses postage stamps in his letter these hot days without placing the gum side next to waxed or greased paper can often hear the recipient swear, altho hundreds of miles away. It is a very easy matter to send them so they will not stick and it saves much time and labor for the recipients.



## PATENTS GRANTED

Charles Dodge, of Davisville, Cal., has been granted letters patent, No. 656,767, on a baling press.

James P. Anderson, of Anamosa, Ia., has been granted letters patent, No. 656,495, on a carbureter.

Plin C. Southwick, of Sandwich, Ill., has been granted letters patent, No. 656,429, on a baling press.

Henry C. Moshier, of Galesburg, Ill., has been granted letters patent, No. 657,353, on a baling press.

Robert H. Little, of Chicago, Ill., has been granted letters patent, No. 656,823, on an air or gas engine.

Charles J. Johnson, of Paso Robles, Cal., has been granted letters patent, No. 657,287, on a baling press.

Russell A. Frisbie, of Middletown, Conn., has been granted letters patent, No. 656,539, on a multiple cylinder gas engine.

Frederick A. Laraway and John W. Houser, of Cleveland, N. Y., have been granted letters patent, No. 656,409, on a carbureter.

George W. Starr and John H. Cogswell, of Havana, Ill., have been granted letters patent, No. 657,140, on an explosive engine.

Auguste Lumiere and Louis Lumiere, of Lyons, France, have been granted letters patent, No. 656,197, on a carbureter for petroleum or other engines.

John W. Lambert, of Anderson, Ind., assignor to the Buckeye Mfg. Co., of the same place, has been granted letters patent, No. 656,408, on a gas engine governor valve.

James Kerns, of Celina, O., assignor of one-half to William S. Doron and Aaron L. Doron, of the same place, has been granted letters patent, No. 656,983, on a baling press.

Carl H. Blomstrom, of Marquette, Mich., assignor to the Lake Shore Engine Works, of the same place, has been granted letters patent, No. 657,055, on starting mechanism for explosive engines.

Joseph E. Shearer, of Chico, Cal., assignor to John C. Burdon of the same place, and John Glanville, of San Francisco, Cal., has been granted letters patent, No. 656,484, on a process for carbureting air or gas.

Ira A. Eddy, of Burlington, Mich., has been granted letters patent, No. 657,284 (see cut), on a grain sack holder. The hopper is flattened on one side to give it a firm bearing on the wall to which it is hung by a nail. The lower edge of the hopper is provided with hooks upon which to fasten the sack.

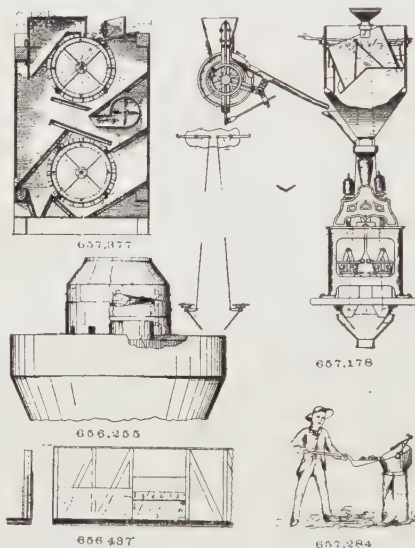
William P. Brown, Jr., of Minneapolis, Minn., has been granted letters patent, No. 656,437 (see cut), on a grain car door. The door slides horizontally on a longitudinal slot cut near its middle. The lower edge of the door has notches near the ends, with corresponding notches in the slot, to lock the door in extreme positions.

Thomas Lee, of Home City, O., has been granted letters patent, No. 656,255 (see cut), on a dust separator. The dust chamber is circular, and is entirely closed with the exception of a central air outlet, which outlet is surrounded by a vertical rim. Outside of the rim with a space between is a stack consisting of two parts telescopically connected to permit adjustment of the upper part on the lower one, the hood carried within the upper part

being thus movable to or from the central aperture.

William E. Nickerson, of Cambridge, Mass., assignor to the New England Automatic Weighing Machine Co., Portland, Me., has been granted letters patent, No. 657,178 (see cut), on an apparatus for automatic weighing. The grain is first measured off in an oscillating meter having two compartments. Thence it passes into corresponding compartments of the weighing machine proper. To make weight in the weighing machine a supplementary supply of material is drawn from a smaller hopper, by means of a grooved wheel and inclined trough of V-shaped section.

Joseph P. Adams, of Garfield, Wash., has been granted letters patent, No. 657,377 (see cut), on a grain cleaner. In a tight casing are mounted two horizontal reels, a blast fan and four cantboards. As the upper reel revolves the grain passes thru its perforations and is caught by the two upper cantboards and directed in a thin stream upon the third cantboard,



prior to striking which it is acted upon by the blast of air direct from the fan, which blows the light impurities to the left and into the hopper. From the fourth cantboard the grain drops into the lower reel for further purification.

Consul John H. Grout of Valetta reports that the market for American wheat in Malta has somewhat improved. The Maltese Government consumes about 11,000 quarters per month.

A Chicago commission firm says: This year's barley crop is short of last year's by from 8,000,000 bushels to 9,000,000 bushels. Taking out California, which has no bearing on our barley market, it is safe to assume a shortage of between 5,000,000 bushels and 6,000,000 in the barley raising states which influence and regulate our barley market. It is doubtful if the total crop will exceed 65,000,000 bushels. If the rains during harvest in the Northwest had not interfered both quality and color would have been excellent, as the hand-threshed samples sent in showed. To sum up we may expect 10 per cent of bright and sound, 50 of discolored but sound malting, 20 per cent of low grade malting and 20 per cent of feed barley.

## THE SUPPLY TRADE

The Lewis Gasoline Engine is being exhibited at the Iowa State Fair by A. J. Pratt.

The building of the Fairbanks Scale Co., New Orleans, La., was destroyed by fire Aug. 31, 1900.

The Lennox Machine Co., of Marshalltown, Ia., has an exhibit of its engine at the Iowa State Fair.

The Globe Machinery and Supply Co., of Des Moines, Ia., has an exhibit of its line of goods at the Iowa State Fair.

The Waterloo Gasoline Engine Co., Waterloo, Ia., has an exhibit of its gasoline engines at the Iowa State Fair, in charge of George Miller.

B. S. Constant Co., Bloomington, Ill., write: We have plenty of work on hand at present. We have ten orders to fill, nine for feeders and one cleaner.

The Huntley Mfg. Co., Silver Creek, N. Y., reports that it was never so busy before and has been running its factory until 9 o'clock every evening since April.

The Flexible Spout Co., of Urbana, O., is getting out a new spout which will telescope. Each section is square instead of round as in the old spout and the sections are held together by a chain on one side only.

The Robert Aitchison Perforated Metal Co., Chicago, is sending to the trade an illustrated booklet describing perforated metals. This company is prepared to perforate iron, steel, brass, aluminum, zinc, tin and other sheet metals to order in over six hundred sizes and varieties.

The Jeffrey Mfg. Co., of Columbus, O., was awarded a gold medal at the Paris Exposition covering its line of elevating, conveying and mining machinery. No doubt many of our readers who have enjoyed a visit abroad this summer have had the pleasure of seeing the exhibit of this company.

Sykes Steel Roofing Co., Chicago, report a very large volume of business for this season. This company is one of the largest manufacturers of corrugated iron and steel roofing in the Western States. It makes a specialty of corrugated iron and steel roofing, either painted or galvanized, for grain elevators. It takes contracts for furnishing this material or for doing the work complete. In this particular branch of its business, it reports having done over \$100,000 worth of business already this year.

"Marseilles and Vicinity" is the title of a very interesting and profusely illustrated book by Dr. J. H. Goodell, describing Marseilles historically, biographically and industrially. Twelve of its pages are devoted to the Marseilles Mfg. Co., the well-known manufacturers of the New Process Dustless Shuck Shellers, horse powers, elevator supplies, etc. Portraits and biographical sketches of the officers are given as well as pictures of the factory, interior views of the shops and cuts of the different machines manufactured with descriptions of them.

J. F. Zahm & Co.: Bucket-shops are still in existence, although not so numerous as a month ago. If all the holders of wheat in bucket-shops should try to take their profit at the same time chances are none of them would get it. Better trade with some reliable firm. There are plenty of them.





"WESTERN" WAREHOUSE SHELLER.

# UNION IRON WORKS

DECATUR, ILL.

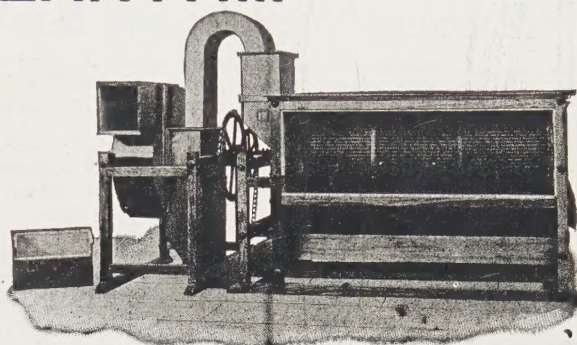
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**Grain Elevators  
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BY LICENSED ARCHITECT.

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SCALES AND  
GASOLINE  
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**MILLS AND ELEVATORS,**

**CORRUGATED IRON SIDINGS,  
ASBESTOS ROOFINGS,  
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We will be pleased to give information and prices.

**Gate City Roofing & Metal Co.**

416 Delaware St., Kansas City, U. S. A.

## FLOATER GRAIN INSURANCE

Special attention to Open Floater Policies  
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Insurance follows grain up and down as the  
quantity stored in each house changes. Will AL-  
WAYS have insurance where you have grain.  
Simple, Sure, Economical. Investigate and you  
will find it absolute protection and cheap.  
Business handled anywhere. Write us.  
**H. H. LANTZ & CO.,** DES MOINES, Iowa.  
25 years' experience. Best of references.

## PAIN Your Elevator with Rubber Paint Co's ELEVATOR PAINT.

Warranted—Fast Red, Yellow, Brown, Black or Slate; price, 60cts. per  
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**B. B. Pumps, Windmills**  
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BECKMAN BROS., DES MOINES, IOWA.



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Before purchasing a mill for grind-  
ing feed or meal, or anything that  
can be ground on a mill, write us for  
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Guaranteed and shipped  
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Manufacturers of French  
Burr Mills, Corn Shellers,  
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**STEEL ROOFING, CORRUGATED IRON, Etc.**

We furnish this material in large quantities for grain elevators  
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**SEAMLESS COTTON GRAIN BAGS.**  
**MILWAUKEE BAG CO.** MILWAUKEE,  
WIS.



## DIRECTORY OF REGULAR GRAIN SHIPPERS.

To merit the patronage of regular shippers, receivers and track buyers should confine their business to regular dealers.

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Decatur: Shellabarger Mill & Elevator Co.

Maroa: Crocker Elevator Co. Elevators on I. C. R. R.

Monticello: Knight & Son. Elevators on I. C. and Wabash.

Taylorville: Pratt-Baxter Grain Co. Stations on Wabash.

Springfield: E. R. Ulrich & Sons. Elevators on Wabash, C. & A., C. P. & St. L. and St. L. C. St. P. & Pawnee Rys.

### INDIANA.

Bluffton: Studabaker, Sale & Co. Ft. W. C. & L.

Kentland: McCray & Morrison, P. C. C. & St. L.

### IOWA.

Coburg: G. A. Stibbens. C. B. & Q. Des Moines: Des Moines Elevator Co.

Elevators on C. R. I. & P. R. R.

Hamburg: D. Hunter & Co. C. B. & Q.

### KANSAS.

Ellsworth: H. Work & Co. U. P. R. R.

Willis: N. B. Hieatt. M. P. R. R.

### NEBRASKA.

Hastings: J. M. Sewell & Co.

### OHIO.

Lima: Clutter & Long. Stations on the Erie R. R.

### OKLAHOMA TERRITORY.

Oklahoma City: Southwestern Grain & Coal Co.

### TEXAS.

Ft. Worth: P. T. Andrews & Co. Sherman: Pittman & Harrison.

### MICHIGAN.

Battle Creek: G. L. McLane & Co. C. & G. T. R. R.

## Machines, Supplies and Businesses

Cannot be placed before the grain dealers and elevator men of the country without advertising. Personal solicitation is so expensive as to preclude its extensive use. Circulars are so cheap they fall in the waste basket unopened.

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## YOUR NAME

IN GILT LETTERS.

ON A REVISED EDITION OF

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BOUND IN CLOTH FOR 1.75.

(Add 15c. for exchange when sending local check.)

Grain Dealers Company,  
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Indispensable to grain receivers and large shippers. Affords ready reference to the entry or record of any car number.

All numbers are separated into 100 divisions, indexed by first and second right-hand figures, so one can quickly find the record of any car entered. In looking for 9846, turn to the marginal index for the unit, 6, on that page find column 4, and follow blue line in column to figure 8, which will be the number wanted.

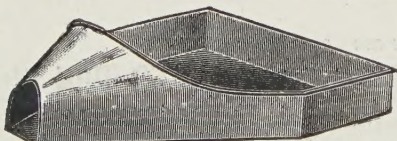
The book comprises double pages of heavy paper ruled in columns for initials, car number and record of 7,500 cars. Well bound, 11x14½ inches. Price \$1.50.

The same book, with space for registering 15,000 cars. Price \$2.50.

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For Country Buyers is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received. Each page is 8 1/4 x 11 inches and at the top of the columns are printed Date, Name, Article, Gross and Tare, Number of Pounds, Number of Bushels, Price, Amount, Bin Number, and Remarks. Each page has spaces for 26 wagon loads and each book contains 100 pages, making each book contain spaces for records of 2,600 loads. The book is well printed on linen ledger paper, ruled in four colors and substantially bound in a leather covers.

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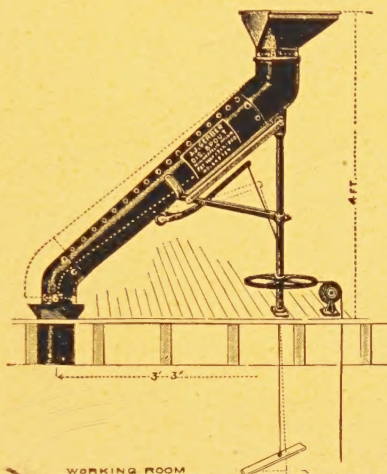
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## LOADING SPOUTS

That load grain right. They give a spiral motion to the grain so that it leaves the spout with enough force to take it to the end of the car. Grain passing through a spout with a spiral motion is delivered in better condition, not being scoured or worn as much as when loaded from ordinary spouts. Write for Catalog



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Mill and Elevator Work a Specialty.

Made of heavy sheet steel with Hopper and Elbows of cast iron. The elbow at discharge end sets into floor or funnels leading to bins making it impossible for the spout to get out of position and mixing grain.

By pressing the foot lever to the floor the end of spout is lifted out of floor funnels and can then be swung to any other bin desired and locked in place. The position of foot lever when released will show whether spout is properly seated in floor funnel or not. Can be used with or without floor funnels. Users say it's the best spout in the market. Try one and be convinced.

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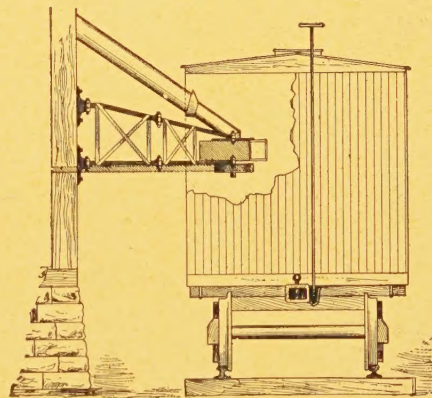
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GENTLEMEN: Enclosed find check for \$80.00 for our Loader. It does the work in fine shape, we can fill cars quicker than two men could before.

Yours truly,

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Save \$1,000 by the expenditure of \$100 in the construction of new elevators by using the Ideal Loader. The above testimonial is a sample of what we are receiving from all our customers.

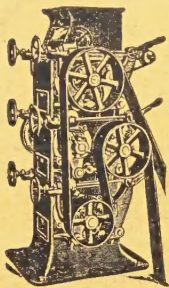
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4 Roll and 6 Roll  
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in connection with  
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BEST one.

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Several sizes. Prices very reasonable.

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## QUESTIONS AND ANSWERS IN ELEVATOR AND MILL EQUIPMENT

(FIRST SERIES.)

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A. It is a simple, durable machine for handling Elevator and Mill dust and refuse.

Q. Who makes it?

A. H. L. DAY, 1122-26 Yale Place, Minneapolis, Minn.

Q. What will it do?

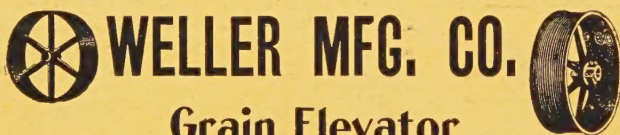
A. Handle Elevator and Mill dust and refuse easily and economically, and keep the premises clear of dust.

Q. Does it do more than keep the Elevator or Mill clean?

A. Yes, it pays a good profit besides.

Q. What do those say who are using it?

A. They are emphatic in its praise.



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Grain Elevator  
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